

# THE LITERARY DIGEST

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## TOPICS OF THE DAY

### THE STARS AND STRIPES AT THE NORTH POLE

NO other news in this young century has so electrified the world as the first brief despatches that announced the discovery of the North Pole by Dr. Frederick A. Cook, of Brooklyn; for even tho the great polar venture may be, to quote one newspaper cynic, "merely the greatest sporting event on record," it is a sporting event that for several hundred years has engrossed the energies and cost the lives of hundreds of the world's bravest and ablest men. It is true that some explorers and more scientists cast doubt upon Dr. Cook's story; and caution the world to await fuller details and proofs before giving it unquestioning credence; yet the press as a whole, in the light of many glowing tributes to Dr. Cook's character, courage, and efficiency, have already accepted his account at its face value.

Apparently Dr. Cook's account is widely accepted by the European press, and by explorers and scientists to whom the discoverer is personally known. Many, however, await proof. As to the scientific value of the discovery of the Pole, authorities differ widely, and there is no very definite expression of opinion on that point. Dr. Cook's reported discovery has been corroborated by D. Jensen, the Danish Inspector of North Greenland.

The first authentic news of Dr. Cook's achievement was published as follows in the New York *Herald*:

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By DR. FREDERICK A. COOK.

"LERWICK, Shetland Islands, Wednesday.

"After a prolonged fight against famine and frost we have at last succeeded in reaching the North Pole.

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"A new highway, with an interesting strip of animated nature, has been explored.

"Big game haunts were located which will delight the sportsman and extend the Eskimo horizon.

"Land has been discovered upon which rest the earth's northernmost rocks. "A triangle of 30,000 square miles has been cut out of the terrestrial unknown."



DR. FREDERICK A. COOK,

The Brooklyn physician whose reported discovery of the North Pole has thrilled the civilized world.

began the final dash of 460 miles across the moving sea of ice.

New land, the last of solid earth, was sighted on March 30. Thenceforward there was naught but ice.

"We now found ourselves beyond the range of all life. Neither the footprints of bears nor the blow-holes of seals were detected. Even the microscopic creatures of the deep were no longer under us. . . . .

"The night of April 7 was made notable by the swing of the sun at midnight over the polar ice."

At length but 100 miles lay between the explorer and the Pole.

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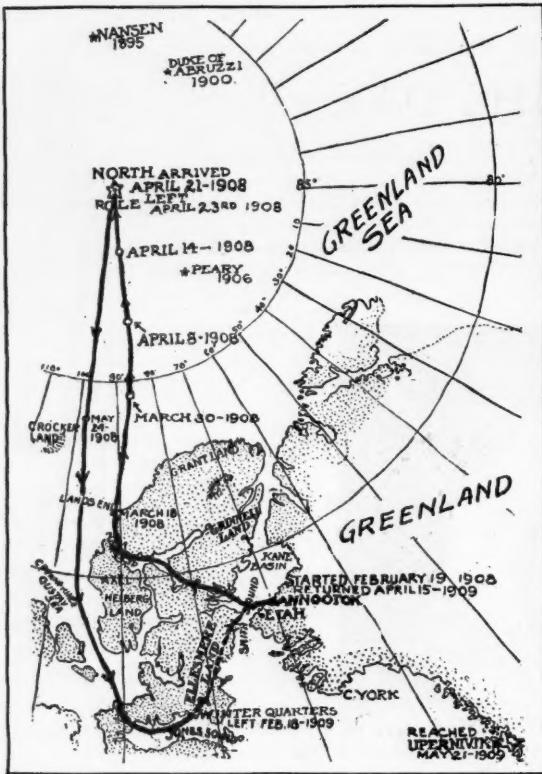
Published weekly by Funk & Wagnalls Company, 44-60 East Twenty-third street, New York, and Salisbury Square, London, E. C.

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"Signs of land were still seen every day, but they were deceptive illusions or a mere flight of fancy.

"It seemed that something must cross the horizon to mark the important area into which we were pushing.

"When the sun was low the eye ran over the moving plains of color to dancing horizons. The mirages turned things topsy-turvy.



From the New York "Herald."

DR. COOK'S ROUTE TO THE POLE.

"Inverted mountains and queer objects ever rose and fell in shrouds of mystery, but all of this was due to the atmospheric magic of the midnight sun.

"Slowly but surely we neared the turning-point. Good astronomical observations were daily procured to fix the advancing stages.

"The ice steadily improved, but still there was a depressing monotony of scene and life had no pleasures, no spiritual recreation, nothing to relieve the steady physical drag of chronic fatigue.

"But there came an end to this as to all things. On April 21 the first corrected latitude of the sun gave  $89^{\circ} 59' 46''$ .

"The Pole, therefore, was in sight.

"We advanced the 14<sup>th</sup>, made supplementary observations, and prepared to stay long enough to permit a double round of observations.

"Stuckshook and Ahwelsch were told that we had reached the 'Neig Nail' and they sought to celebrate by a dance of savage joy.

"At last we had pierced the boreal center and the flag had been raised to the coveted breezes of the North Pole.

"The day was April 21, 1908. The sun indicated local noon, but time was a negative problem, for here all meridians meet.

"With a step it was possible to go from one part of the globe to the opposite side.

"From the hour of midnight to that of midday the latitude was 90°, the temperature 38°, and the barometer 29.83.

"North, east, and west had vanished. It was south in every direction, but the compass pointing to the magnetic pole was as useful as ever.

"Tho overjoyed with the success of the conquest, our spirits began to descend on the following day. After all the observations had been taken, with a careful study of the local conditions, a sense of intense loneliness came with the further scrutiny of the horizon.

"What a cheerless spot to have aroused the ambition of man for so many ages!

"An endless field of purple snows. No life. No land. No spot to relieve the monotony of frost. We were the only pulsating creatures in a dead world of ice."

On April 23 the explorer and his two allies turned their backs on the Pole. When the cold of early September stopt further progress, they established winter quarters in an underground den at Cape Sparbo, where they lived on musk-ox and bear until the sunrise of 1909. On February 18 they made a new start for Annootok, and on April 15 reached the Greenland shore where they were received by Harry Whitney and a party of Eskimos. Dr. Cook reached Upernivik on May 21, 1909.

The skepticism with which Dr. Cook's report was received in some quarters is in a measure due to the facts that there was no civilized witness of his exploit, that he was not generally known to be engaged in the great quest, and that his expedition was thought to be an impromptu undertaking with a totally inadequate equipment. However, Rudolph Francke, steward of the schooner on which Dr. Cook sailed, and his companion during the first part of his ice journey, has testified to the exceptional thoroughness of the explorer's preparations, and has express his personal conviction of the accuracy of his chief's account; it appears that Dr. Cook's personal friends and fellow members of the Explorers' Club, of New York, were fully cognizant of his plans; and Mr. John R. Bradley, who financed the expedition, has told how fully Dr. Cook was provided with all an Arctic adventurer might desire, even unto a barrel of gumdrops for the sweet-toothed Eskimos.

Among the sharpest critics of Dr. Cook's story is Admiral George W. Melville, U. S. N., retired, a veteran of the *Jeannette* expedition, sixty-eight years old, and a recognized authority on Arctic subjects, who bluntly express his conviction "that the reported discovery of the North Pole is a fake." Disclaiming any intention to reflect on Dr. Cook personally, the Admiral says in part:

"Some of the best equipped expeditions have cost from \$150,000 to \$200,000. I know that Dr. Cook had no such outfit.

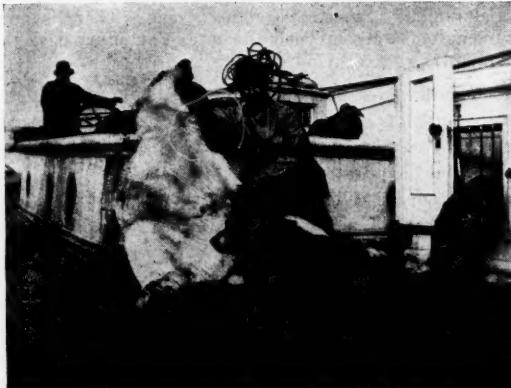
"There is nothing in the stories thus far told to indicate that Dr. Cook has found anything new. Indeed, I can not see why the re-



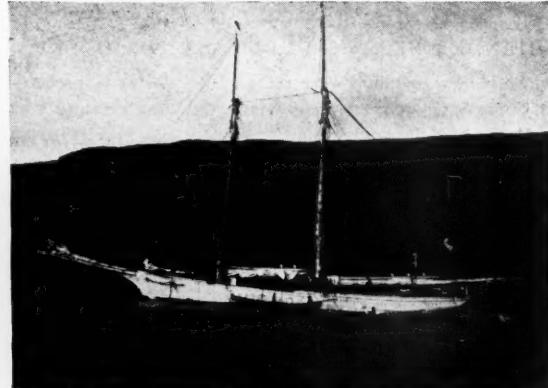
THE GOAL AND THE PRICE.  
—Macaulay in the New York *World*.

ported story of his expedition could not have been written by any one who had reached within 100 miles of the Pole. I could sit in my office and invent observations of all sorts. . . . .

"The apparent ease of Dr. Cook's travel near the Pole is what



ESKIMO DOG AND CARCASS OF POLAR BEAR ON THE DECK OF  
THE EXPLORER'S VESSEL.



THE "JOHN R. BRADLEY" IN WHICH DR. COOK SAILED TO  
SMITH SOUND.

#### ON THE WAY TO THE POLE.

inclines me strongly to discredit the story. With a pack of good dogs and sleds in Siberia, over smooth snow, the best distance I ever made was 50 miles a day. Ice travel is much more difficult."

In reply, Mr. Bradley, while expressing "much respect for Rear-Admiral Melville," says :

"The Admiral does not know that I spent thousands and thousands of dollars on this expedition. Our ship was as well equipped for an Arctic journey as any that ever left this country, yet there are some persons who seem to think that I started for a fishing-trip and that the physician went up to the Pole and back in a straw hat. We never made a move but what we knew just what we were about."

As to the secrecy with which the expedition was conducted, Mr. Bradley continues :

"Now there are those who seem to think that we ought to have declared ourselves. It is not necessary for a ship bound for the Pole to leave New York with a half-dozen men-of-war following her and a brass band playing all the way down to the Narrows. Suppose we had found the weather unpropitious after our arrival there. The newspapers would have said that we got cold feet and came back. Then again, Mr. Peary was in New York, trying to get a flying start and mending the boilers of the *Roosevelt*. He was unable to get enough money to suit him just then, and I guess we had as much as he did."

Mr. Bradley attributes Dr. Cook's success not only to his character, his equipment, and his peculiar knack of making friends of the natives, but also to the daring yet far-sighted originality of his plans :

"Dr. Cook has been breaking precedents in this trip to the Pole. His methods violated all the old traditions. He went at a different season; he did not leave a ship frozen in the ice in the old, regular way. Also, he was taking a course which no explorer ever took before, in keeping away from the eastern drift

of the ice from the Bering Sea. He profited by other men's mistakes. He made his dash to the Pole from the west, relying on the drift of the ice to carry him to the eastward. Now, that seems to have worked all right.

"In his outfit was a canvas boat, one which was easily collapsible, and it occupied some of the space and weight which might have been given to less important things. Also, it took some space which might have been used for food, but it was worth it. Now, according to the books, when your Arctic explorer gets a great lane of water in the ice or a lead he sits down by the side of it for a while and keeps hoping until it closes up. Sometimes two or three days pass before his hope comes out. Dr. Cook went across these places in his canvas boat. The boat can be used for a tent at night and it is handy when not in commission for use as a tarpaulin cover."

In answer to those who doubt or disbelieve his story, Dr. Cook said to a newspaper correspondent on board the *Hans Egede* which carried him to Copenhagen :

"I can prove that I reached the Pole by my astronomical observations; these were made from day to day. I kept a most careful record, and this record will be a certain means of checking the truth of my statements."

"Let skeptics who disbelieve my story go to the North Pole. There they will find a small brass tube which I have buried under the flag. In that brass tube is to be found a short statement about my trip."

By a striking coincidence the *New York Herald*, which on September 2 published the first account of Dr. Cook's achievement, on the preceding Sunday, August 29, printed an article under the caption : "Have America's Explorers Discovered the North Pole? Dr. Frederick A. Cook and Robert E. Peary Thought Successful. News Expected Daily." This article reviewed the history of recent expeditions to reach the frozen goal, with their successes and failures,



Photograph by Paul Thompson.

RUDOLPH FRANCKE,  
Steward on the "John R. Bradley," the last white man to see Dr. Cook  
before his dash for the Pole.

and concluded with an interesting summary of the "polar advances of the last two decades."

#### COMMANDER PEARY'S DUPLICATE DISCOVERY

Even while news columns were full of Dr. Cook's royal reception at Copenhagen, a yet more dramatic turn was given to the polar mystery by a despatch from Commander Robert E. Peary, announcing:

"Stars and Stripes nailed to the Pole."

Later messages from the explorer made it clear that he had reached his goal of twenty-three years April 6, 1909, nearly a year later than his pupil and fellow citizen of Brooklyn, Dr. Cook. The Commander cabled to Mrs. Peary:

"Have made good at last. I have the old Pole. Am well. Love. Will wire again from Chateau. (Signed) BERT."

The New York *Times* published with the news of Commander Peary's exploit a jubilant cablegram from Dr. Cook, reading:

"Glad Peary did it. Two records are better than one, and the work over a more easterly route has added value. COOK."

No doubt whatever of the accuracy of Commander Peary's announcement is expressed by the New York papers. The leading note is one of exultation that the great achievement is assuredly an American triumph.

"Peary or Cook—or both?" says the New York *World*, commenting further: "The history of exploration contains no more startling coincidence than this."

The New York *Herald* calls the double discovery "The Most Marvelous Coincidence in History"; and the New York *American* rejoices that "America has surely taken its shot at the North Pole with both barrels!"

#### POSTAL-SAVINGS DISCUSSIONS

APPARENTLY a working minority of the press believe that a political platform like a car platform "is not made to stand on, but to get in on"; for there is considerable open opposition to President Taft's declared intention to establish a national postal-savings-bank system, altho to do this would be simply to carry out a promise of the platform on which he was elected. The platform of the Republican party adopted at the Chicago Convention of June 18, 1908, declares:

"We favor the establishment of a postal-savings-bank system for the convenience of the people and the encouragement of thrift."

Yet the President's statement to callers at Beverly that his message to Congress in December would strongly urge the establishment of postal savings-banks is met with the objection of the Kansas City *Journal* that the scheme is "impractical and un-American"; and the Richmond *Times-Dispatch* opines that,

"Banking is no more truly a function of government than any other phase of business. When this Government begins taking care of people's money it will be perfectly logical to ask it to begin insuring the people's lives and homes, or even selling them coal and ice at cost."

This same paper comments with a suspicion of sarcasm:

"We do not know why an ante-election pledge for postal banks should be regarded as more binding than a similar pledge for honest tariff revision, or why a post-election surrender

should be regarded more leniently in the one case than in the other. Yet it is true that one promise offers a chance of only partial fulfilment which the other lacks. There is no room for compromise about postal banks. You either have them or you don't."

There is, however, far more approval of the President's attitude, both because it is consistent with the professions of his party, and because the seeming advantages of this outgrowth of the "Roosevelt policies" appeal to the judgment of many editors. It is generally conceded that the proposed postal savings-banks would not pay more than 2 per cent., so that they would not compete with established savings-banks that pay 3 and 4 per cent. The mission of the new banks would be to call into circulation the millions supposed to be hoarded by timid souls who distrust even conservative saving-institutions, but who would trust the Government, and likewise to keep in domestic circulation the funds of equally suspicious foreign-born residents who are now known to send their money abroad. Thus we read in the St. Paul *Dispatch*:

"Another and potent reason which still exists for inaugurating the postal savings-banks was developed by the Postmaster-General who found that approximately \$70,000,000 were sent abroad annually by foreign-born residents to be deposited in the postal savings-banks of their native countries."

And the Chicago *Record-Herald* adds:

"In Kansas City, it appears, within a year more than \$250,000 was 'deposited' by aliens at the postal 'bank' which they themselves had ingeniously created. Their method was this: They bought money-orders payable to themselves, paying a fee of 30 cents for each \$100. This fee made their money absolutely safe for a year. At the end of the year they, or some of them, plan to repeat the operation. Others have discovered that in case of money orders not presented for payment the amounts are turned into the treasury and certificates therefor made out to the holders of the orders, without cost, such certificates being good indefinitely."

"Thus many immigrants, caring above all for the safety of their savings, are willing to deposit them with the post-office, without any interest whatever, and even at a slight expense to themselves. That they would welcome postal-banks which would pay them 2 per cent. for their money is a conclusion which fairly 'imposes itself.' And why could not or should not the Government use this money to take up the 2-per-cent. bonds that are now causing it some concern?"

This last suggestion in regard to the use of the money deposited in postal-banks in taking up Government bonds appeals to many papers. Others remind us that the postal banking-system would be a great boon in districts remote from savings-banks.

On the other hand, it is contended that the scheme would injure both the banks and the thousands who depend upon them for business loans. Thus, the New York *Press* says:

"It is suggested that the plan would not hurt the banks. We do not see how it could fail to hurt those doing business with the banks. Many depositors receiving no interest upon their accounts in banks would naturally draw them out and convert them into postal savings-notes. The funds would return to the banks as Government deposits, but the bank would be paying interest upon the very cash that it did not pay interest upon before. The chief function of banks is to accommodate commerce and trade with money. . . . Deposits upon which banks must pay any interest will cost the borrower more than deposits upon which the banks pay no interest."

It is generally assumed that the President's plan will be opposed by both Senator Aldrich and Speaker Cannon.



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COMMANDER ROBERT E. PEARY,  
Who has reached the North Pole after  
seven unsuccessful expeditions.



VACATION DAYS.  
—Porter in the Boston *Traveler*



GETTING TOO OBSTREPEROUS.  
—Shiras in the Pittsburgh *Chronicle-Telegraph*.

#### A PEACEFUL ADMINISTRATION.

### NEW CONSERVATION DISCORDS

BESIDES serving to keep alive interest in the conservation controversy, the outburst of Ormsby McHarg, Acting Secretary of the Interior, has apparently, through its scoffing against the policies of both Gifford Pinchot and Theodore Roosevelt, had the unintended effect of turning comment against Secretary Ballinger, whose supposed position in conservation-matters Mr. McHarg endeavored to champion. Mr. McHarg's most quoted remark is the following, criticizing ex-President Roosevelt's conservation-ideals as chimerical and impossible:

"The Lord could do that. Maybe he [Mr. Roosevelt] thought he was the Lord. He acted like it around here for a good many years."

In ridicule of Mr. Pinchot's conservation-ideas and warnings against waste, Mr. McHarg said:

"There is enough timber standing in the State of Washington alone to supply this country for fifty years. Vast supplies remain in other States, sufficient to maintain a supply for a much longer period. The abundance of the forests is such that the alarmist statements as to approaching exhaustion of supply are utterly unfounded."

"Methods too dreamlike are being pursued in our forestry administration. It is attempted to designate what tree the logger may cut down and that which he may not. No knowledge of logging is applied. Men who are doing the practical development work of the West are hindered and thwarted, and you hear nothing but cursing from them for the present methods of forest conservation. . . . ."

"Leave the West alone. Let it go ahead and develop. Let the red-blooded men out there do the work. It won't be long till the East will be the back door of the nation."

Mr. McHarg also criticized as foolish the Roosevelt-Pinchot statements regarding a water-power trust, and declared that the men of the West have the right man "in Secretary Ballinger who is a Westerner and who understands what they want."

Mr. McHarg's utterance was followed within twenty-four hours by the announcement of his resignation.

In answer to Mr. McHarg, Overton Price, assistant forester, prepared a statement in which he declared it "deplorable and significant that the Assistant Secretary of Commerce and Labor, if he be quoted correctly, should select this time of all others to make a statement which impugns the integrity of the forest ser-

vice," adding that this statement "is disproved not merely by the records here but by those of two bureaus of the department over which Mr. McHarg presides."

Mr. McHarg seems to lack editorial defenders. The Philadelphia *Record* points out that the contradictory statements of the two officials in the present controversy show that "there has been a gross misrepresentation of facts regarding our timber-supply in one or the other of our Government departments which are now at loggerheads over this question," and calls for "the truth about our forests, the whole truth, and nothing but the truth."

There is a many-voiced call upon the President to put an end to the unseemly wrangling [in his official family in the manner that shall best protect the national interests. Thus the Chicago *Record-Herald* says:

"A stop should be put to this wrangling at once, and the public should be given to understand in the most authoritative and convincing way who speaks for and who against the Administration. This is not a question of freedom of expression within permissible limits. It goes deeper, and until the authoritative utterance comes the public must remain in confusion and bewilderment. Beyond doubt, as Mr. Price says of Mr. McHarg's charges, the whole situation is demoralizing to the public service."

### HIGHER CRITICISM OF THE TARIFF

THE more deliberate and analytical criticisms of the Payne-Aldrich Act that now appear in conservative publications, especially some that are classed as non-partisan, seem to corroborate the political saying that there is no such thing as a popular tariff measure. That tariff revision will be the popular demand until the tariff is properly revised, is an often repeated statement.

"The tariff will not down," says *The Wall Street Journal*, adding, with the promise that its own columns will be "freely devoted" to the discussion of the urgent question:

"The real principle of protection had nothing whatever to do with the framing of the Aldrich Tariff Law. That statute was a concession to an appetite which grows with what it feeds upon, the greed engendered by unfair privilege. Every Republican with the least conception of party principle or patriotism must unite to make a continuance of the Aldrich-Cannon régime an impossibility. It is a question of common morality and decency, and before many

[September 11,

years have passed the industrial supremacy of this country will be in danger, just as its industrial production has been debauched.

"We are busy with the harvest now. Commerce and industry are taking on new activity. For the moment we have only time to attend to the instant need of things, but the harvest will be out of the way in ten weeks' time and the tariff question throughout 1910 will be brought before the public in a way it has never been before."

*Harper's Weekly* declares its belief that President Taft's approaching journey through the West and South will "mark the beginning of a new era in the history of the Republican party." It intimates that this is the time for the President to seize the leadership, and urges him to express himself clearly and convincingly upon the issue uppermost in the minds of the people. For,

"A great majority of his fellow countrymen have come to regard the tariff as a moral issue. It is no longer a question of protection *vs.* free trade, but of right *vs.* wrong. And when that idea becomes fixt in the minds of the American people, it is there to stay until right has triumphed."

"Such a condition demands leadership, not compromise. Lasting reconciliation of the two wings of the Republican party we regard now as impossible through recourse to the familiar policy of give and take. Temporizing will no longer serve. It is the sense of not only the West, but, we firmly believe, of the great mass of Republican consumers in the East, that the spirit of greed personified by Aldrich and written by him upon the statute-books must be beaten to a pulp, and no man, however popular, is strong enough to withstand for long the strength of that demand."

A detailed analysis of the new Tariff Law in *The American Review of Reviews*, "prepared by an expert authority" and including only statements that "have been verified by reference to official documents," contains the following summary of the changes made in the tariff as shown in the various Senate documents:

"The new Act has increased the Dingley rates in 300 instances, while reducing them in 584 cases. The increases affect commodities imported in 1907 to the value of at least \$105,844,201, while the reductions affect not more than \$132,141,074 worth of imports. Four hundred and forty-seven million dollars' worth of imports (on the basis of 1907) remain subject to the same duties as under the Dingley tariff. That is to say, 65 per cent. of the total im-

ports remain subject to the old rates, more than 15 per cent. of the total will be subject to higher duties, the average increase amounting to 31 per cent. over the Dingley rates; and less than 20 per cent. of the imports are to be subject to lower duties, the reduction being estimated about 23 per cent. below the Dingley rates. All of these figures greatly underestimate the increases of duty."

Taking various schedules the writer points out how either openly or by means of "jokers" duties have been increased on commodities which chiefly concern the buying public. Thus he declares that through changes in classification the duties on cotton goods will be raised "as much as 100 per cent., and in some cases more, above the rates of the Dingley tariff." One of the devices by which this increase is effected is thus described:

"Under the Dingley tariff cotton cloth was subject to the same duty whether mercerized or not. The new tariff provides (in par. 323) for an additional duty of 1 cent a square yard on cotton cloth 'mercerized or subjected to any similar process.' In paragraph 320 the definition of mercerized cloth is given as one 'which has any . . . mercerized . . . threads in or upon any part of the fabric.' This will make any cloth having two or more glossy threads in the fabric subject to the additional rate as 'cloth mercerized or subjected to any similar process.'"

Further, by changing classifications and substituting specific for *ad valorem* duties, the rates on cotton cloth, while they may appear to be the same, have actually been increased "from as little as 5 per cent. for the finest cloth to 100 per cent. and more for the poorer grades."

As for the much discuss duties on hosiery,

"The conferees modified the advances passed by the House by leaving the following increases of duty on the lower-priced hosiery in the Act as it finally passed: Hosiery valued wholesale at not more than \$1.00 per dozen pairs, 88 per cent., *ad valorem*, as against 67 per cent. under the Dingley tariff; valued at \$1.00 to \$1.50, 77 per cent., as against the Dingley rate of 58 per cent.; valued at \$1.50 to \$2.00, 62 per cent., as against 51 per cent. under the Dingley Law. The duty on the highest-priced hosiery, valued at more than \$5.00 per dozen, remains unchanged at 55 per cent. *ad valorem*." Criticism of the wool and woollen schedules is based mainly on the fact that there has been practically no change of the old rates, which, it is charged, have been instrumental in

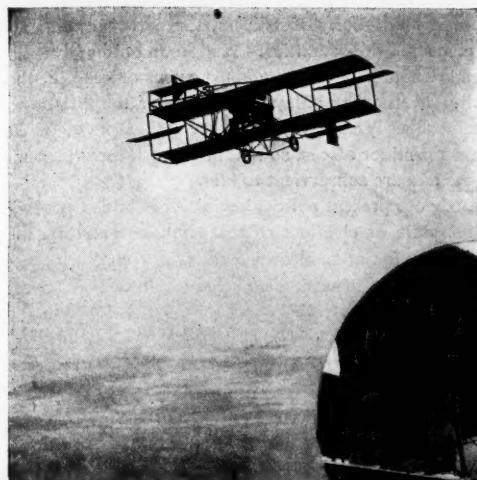


MISS EARTH—"I always buy my hats of Wright Bros."  
—Briggs in the Chicago Tribune.

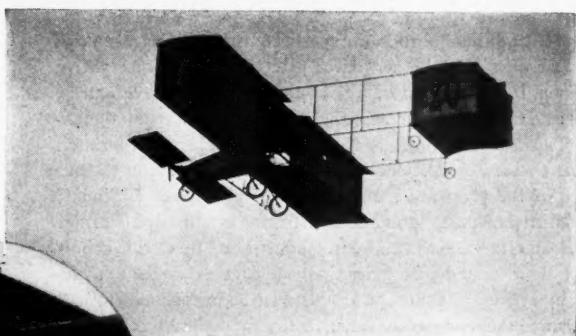
FLIGHTY FASHIONS.



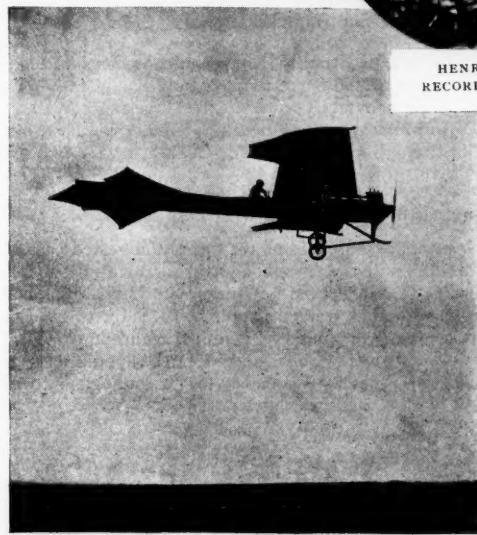
THE ORIGINAL AVIATOR.  
Briggs in the Chicago Tribune.



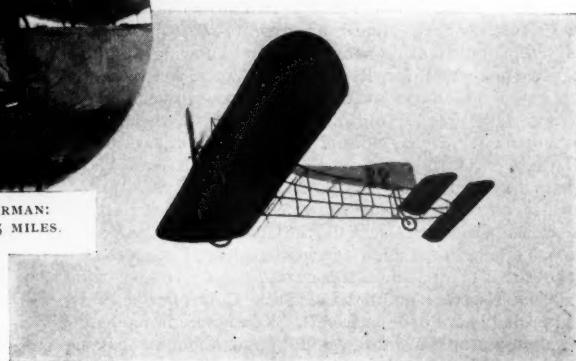
GLENN H. CURTISS BREAKING THE SPEED RECORD—A MILE A MINUTE.



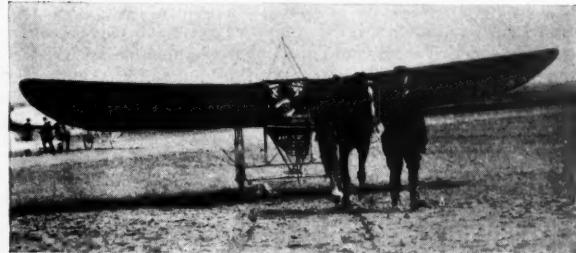
LOUIS PAULHAN IN HIS BIPLANE MAKING A FLIGHT OF 81 MILES.



HENRY FARMAN:  
RECORD, 115 MILES.



MONOPLANE OF LOUIS BLERIOT, HERO OF THE CHANNEL FLIGHT, WHOSE SPEED RECORD WAS BROKEN BY CURTISS.



"GET A HORSE!" M. BLERIOT'S MONOPLANE BEING CARTED OFF THE FIELD AFTER THE CONTEST.

#### BIPLANE AND MONOPLANE AT REIMS.

building up a woolen trust by "discrimination against the carded woolen industry, which produces the poor man's cloth, in favor of the worsted manufacturers, due to the imposition of a uniform duty of 11 cents a pound on raw unwashed wool, which taxes the cheaper wools as high as 500 per cent. and more, while frequently amounting to less than 25 per cent. on the finer grades used for the more expensive cloths."

While the official estimate shows a reduction of more than 14 per cent. on lumber and its products,

"it takes no account of changes in classification deftly wrought into the fabric of the new Tariff Law. Thus the Dingley Law provided for a duty of 1 cent per cubic foot on 'timber, hewn, sanded, or squared.' Mr. Payne, while reducing the rate to one-half of one cent, allowed the lumbermen on his committee to modify the definition so as to read 'timber, hewn, sanded, or squared otherwise than by sawing.' As sawing has now taken the place of hewing in the lumber industry, the innocent-looking addition has virtually taken all the squared timber out of that class and thus placed it constructively under 'boards,' which will result in an increase of 50 per cent. over the Dingley rates."

Wood-pulp is free and the duty on paper is reduced from \$6 to

\$3.75 per ton. But these reductions, which are mainly of interest in relation to Canada,

"are conditioned on the absence of export duties on the raw material or export bounties on the finished products by Canadian provinces. They are also conditioned upon the existence of 'most-favored-nation' relations with our neighbor to the north, after April, 1910, which is not the case to-day."

The Chicago *Tribune* publishes a long letter from Horace White, formerly editor of *The Tribune* and later of the New York *Evening Post*, reviewing the "Present Tariff Situation" which it recommends, editorially, to the consideration of the Middle West, altho it dissents from Mr. White's conclusions as to the tariff. Mr. White, in summing up, says:

"The defense of protectionism in the forum of reason has been abandoned. All the old arguments for it have dried up and blown away, and nothing has been substituted in their place. In the light of the recent debate in Congress it stands utterly defenseless. It has been exposed as a mere game of grab, and the only question remaining is, How much longer will the public consent to be its victims?"

## REFORM BY THE SHORT BALLOT

WHILE political pure-food experts continue to disagree upon the question whether direct primaries are a preservative or a poison, the advocates of a rival remedy for misgovernment, the short ballot, rise to present their claims. In a pamphlet entitled "The Short Ballot. A New Plan of Reform," reprinted from *The Outlook*, Mr. Richard S. Childs concisely states the advantages of the proposed simplification of elections. Taking it as an admitted fact that "good administration is actually abnormal in American cities and States," Mr. Childs infers that "this condition, unique among democracies, indicates the existence of some peculiarity in our system of government as the underlying cause." To determine this underlying cause he thus appeals directly to the reader's own experience as a voter:

"Starting at the broad base of our structure, the voters, we notice one unique phenomenon, which is so familiar to us that we usually overlook it entirely—that is *our habit of voting blind*. Of course, intelligent citizens do not vote without knowing what they are doing—Oh no! You, Mr. Reader, for instance, you vote intelligently always! Of course you do! But whom did you vote for for *Surrogate* last time? You don't know? Well, then, whom did you support for *State Auditor*? For *State Treasurer*? For *Clerk of the Court*? For *Supreme Court Judge*? And who is your *Alderman*? Who represents your district at the *State Capitol*? Name, please, all the candidates you voted for at the last election. Of course, you know the *President* and the *Governor* and the *Mayor*, but there was a long list of minor officers besides. Unless you are active in politics I fear you flunk this examination. If your ballot had by a printer's error omitted the '*State Controller*' entirely, you would probably not have missed it. You ignored nine-tenths of your ballot, voting for those you did know about and casting a straight party ticket for the rest, not because of party loyalty, but because you did not know of anything better to do. You need not feel ashamed of it. Your neighbors all did the same; ex-President Eliot, of Harvard, the 'ideal citizen,' confess in a public address recently that he did it too. It is a typical and universal American attitude. We all vote blind. Philadelphia has even elected imaginary men. The intelligence of the community is not at work on any of the minor offices on the ballot. The average American citizen never casts a completely intelligent vote."

In this ignorance of the voter, inevitable under a system entailing a vote for a multiplicity of officers, the corrupt "political specialist" finds his opportunities. Honest and often exceptionally able men are nominated for the conspicuous offices, like those of President, Governor, and Mayor; but neither the citizen nor the press, can properly canvass the record and merits of the host of candidates for minor offices, so that many of these are nominated by the boss and are subservient to him.

To remedy our present political evils Mr. Childs would first revise the schedule of elections so that no more than three officials should be voted for at an election; thus, in New York State, the officers to be chosen in successive years would be:

FIRST YEAR	SECOND YEAR	THIRD YEAR	FOURTH YEAR
President and Vice President four years.	Governor four years.	Congressman two years.	State Senator four years.
Congressman two years.	State Assembly- man, two years.	Mayor four years.	State Assembly- man, two years.
City Councilman two years.		City Councilman two years.	

Further, he would make minor officers not elective, but appointive; and thus answers the natural argument against this system:

"It may be objected that to take the minor offices off the State ticket, for instance, and make them appointive by the Governor would be giving too much power to the Governor. Well, somebody, we rarely know who, practically appoints them now. There are other answers, but that one is sufficient."

The actual process of simplifying our elections does not present any insuperable difficulties; for, Mr. Childs concludes:

"Just how we are to get rid of the great undigested part of our long ballot is a small matter so long as we get rid of it somehow. Govern a city by a big Board of Aldermen, if you like, or by a commission as small as you dare make it. Readjust State constitutions in any way you please. Terms of tenure in office can be lengthened. Many officers, now elected, can be appointed by those we do elect. But manage somehow to get our eggs into a few baskets—the baskets that we watch."

## TOPICS IN BRIEF

THE long-promised "awakening of China" is about to be realized. Mr. Roosevelt is going to visit that country.—*St. Paul Pioneer Press*.



IF TEDDY VISITS CHINA  
The sleeping dragon will have to wake up.  
—Thorndike in the Baltimore American.

IT was a Cook's tour.—*New York World*.

WHEN Mr. Harriman sends for the doctor Wall Street gets sick.—*Baltimore Sun*.

AND in the whole week at Reims the flying men neither killed nor hurt any one.—*New York World*.

STANDARD OIL is so alarmed that its stock has fallen up to 712.—*Memphis Commercial Appeal*.

HOWEVER, Mr. Harriman was accustomed to mud-baths before he left the United States.—*Puck*.

WHETHER the world runs to aeroplanes or automobiles, Standard Oil still wins.—*Atlanta Constitution*.

It seems that Mr. Taft can't avoid inheriting some of "my feuds" as well as "my policies."—*Atlanta Constitution*.

THE Government has no sense of historic perspective in making Lincoln pennies. Lincoln was no copperhead.—*Detroit Free Press*.

THEY say in New York that every time a Tammany man looks at the statue of Liberty he laughs.—*Charleston News and Courier*.

ABOUT this time 100 years ago Oliver Wendell Holmes, doubtless, was the Autocrat of the Entire Family.—*Chicago Tribune*.

His gymnastic instructor says that President Taft is a strong fighter when he has the gloves on. He ought to keep them on.—*Puck*.

SAYS Mr. Bryan's *Commoner*, in a burst of candor, "It pays to work for the public welfare." So we understand. *Milwaukee Sentinel*.

THE aeroplane now goes round and round, the bands begin to play; man is about to spread his wings and sail the milky way.—*Chicago Tribune*.

MR. BRYAN's growth in political wisdom may be estimated with a fair degree of accuracy by carefully noting the prophecies he refrains from making.—*Chicago Tribune*.

GOVERNMENT experts estimate that there is enough coal in the United States to last 7,310 years. Orders for delivery after the expiration of that period are rejected by all responsible dealers.—*New York Evening Mail*.

## MR. TAFT AS A RULER OF THE FAR EAST

BY the time the newly appointed Ambassador from Washington to Peking has established himself on a familiar footing with the Wai-wu-pu, the world will have realized that the dominant influence in China, so far as her international relations are concerned, is that of President Taft. This is the impression derived by a writer in the Paris *Temps* from the course of events in the Far East, and it is confirmed by recent editorial utterances in the well-informed London *Morning Post*. All that takes place in Peking is followed with extreme care by both these influential dailies. They agree that no man living is more competent than the President of the United States to initiate a line of policy to which China will conform. Mr. Taft seems to have become in many ways a sort of adviser to the Prince Regent. It is not generally realized in Mr. Taft's own country, notes the *Temps*, that he has long been on terms of personal intimacy with the men who rule the yellow races. He knows the Mikado and his ministers well. He has met the great viceroys of the Chinese provinces as well as the administrators of the French Indo-Chinese possessions and the colonial magnates of the Dutch Empire in the East. "Moreover, Mr. Taft, owing to a delightful personality, has convinced all the yellow men he has met that his professions of friendship for their race are sincere." They expect him, while looking out for American interests, to see that China is not crushed.

Whatever sympathy for Taft may exist in China is merely the reflection of a sympathy felt for him in Japan, according to the London *Times*. The Japanese deem Taft the conciliator of the white race with the yellow race. For some reason not generally known, they regard Mr. Taft as the man who inspired the glowing eulogy of the Japanese race which made a certain Presidential message signed by Theodore Roosevelt so soothing to oriental susceptibilities. It is even affirmed on good authority that the present Prime Minister of Japan—or so the story runs in the Paris *Matin*—was able to moderate the demands of the Russian representative in Tokyo by asserting that President Taft would not assent to any diminution of Japan's influence in Korea. The mere statement that President Taft was with Japan sufficed, this authority says, to modify the attitude of the Russian Foreign Office on a very important point. "Mr. Isvolsky, that most astute of the Czar's foreign advisers, even went so far as to say that Mr. Taft's word is now law in the orient."

Such being the situation, the question suggests itself to the Paris *Débats* whether Mr. Taft will use his prestige and power in the Far East for selfish national aims or for the welfare of the yellow race. It feels justified in affirming that Mr. Taft seeks only the welfare of the orientals. But in order to make that welfare secure he is supposed to aim at a more emphatic assertion of United-States policy in Peking. China is the great factor at present. In order to make his policy effective, Mr. Taft believes that his Government must assert itself categorically, "if not imperatively." American influence will more and more be exerted whenever a question of railroad-building or of borrowing money is raised. Mr. Taft will also have his word to say on the subject of the new constitution for China. This matter he is supposed to have discussed with diplomats in Washington. In nearly every dispatch from the American capital sent home by members of the diplomatic corps there, adds the French daily, emphasis is laid upon the fact that the Far East has become the corner-stone of American foreign policy. But, as the London *Saturday Review*, always hostile to the United States, says, there is a possibility of embarrassment in this new attitude of the Washington Government:

"President Taft seems bent on rivaling, even if he can not eclipse, Mr. Roosevelt's reputation for spirited foreign policy.

Naturally enough, President Taft has selected the East as his special field of operations. Unlike most American statesmen, he does know something about the Far East. The game of playing patron and champion to China is not a bad one, at least it is not bad for political purposes on paper. If we are to take the New York press, the line is that China can not trust England, being the ally of Japan, and America is to step in and protect the oppressed Empire against the bullying and machinations of the Japs. How far there is any political substance behind this kite one can not say for certain. If the idea catches on with the public, it may develop into something of a real policy. President Taft, however, is reckoned a reasonable man, and would know that he can not play this game for nothing or on a small scale. If he means to play the hand seriously he must be prepared for every issue, not stopping short of war. But we do not believe he has taken the matter so seriously at all."—*Translations made for THE LITERARY DIGEST*.

## DESPOTISM ON THE WANING

THE Monarchs of Russia are regarding the victory of the revolutionists in Persia with some disquiet. Coming so rapidly on the heels of the Young-Turk victory at Constantinople and other popular triumphs, it seems to bode ill for royalty. So



NICHOLAS—"Why don't you go back to Persia and run for Parliament?"

EX-SHAH—"They ran for me first."

—*Kladderadatsch* (Berlin.)

far has this feeling spread that we actually find in the Monarchist *Novoye Vremya*, of St. Petersburg, from the pen of Menshikov, its political oracle, the following pessimistic reflections:

"The demolition of monarchism, it seems, goes on apace all over the world. We have lived scarcely a decade in the twentieth century, yet the pages of its history already record the most brilliant triumphs of revolution. During the last six years, for instance, revolutionists of various types have killed two emperors, one in Persia, one in China, two kings, one queen, one prince, and an emperor's uncle. Three or four sovereigns, autocrats from of old, were compelled to surrender their unlimited power. Two of them were dethroned. I am not speaking of the monarchic catastrophes in remote regions like Korea and Morocco, altho there, too, the cause of the downfall of the kings proved to be extreme weakness. The remarkable thing is, that from little Montenegro to huge China the entire orient is in the throes of the constitutional movement. The Chinese people, like the Russians, Turks, and Persians, are divided into parties which quarrel bitterly on various points, but which, nevertheless, are all united by the tie of democracy. After many centuries of inequality, which had become like a law of nature, the numberless masses suddenly became possesst with a desire for equality. Subjection, under which generation after generation in China lived and died, and which the Chinese

considered perfectly natural, suddenly becomes intolerable to the last generation. For centuries the Chinese Emperor was worshiped as something infinite. The Chinese people could not think of him differently. It was this quality in him which compelled them not only to cast themselves rapturously on the ground before



WHICH IS WHICH?

One is the Czar and the other the Prince of Wales; at the recent royal meeting at Cowes.

him, but even to sacrifice their lives for him. Suddenly all this disappeared; or is rapidly disappearing. The adorable becomes hateful."

The writer proceeds to exalt this feeling of subjection to a king. It is not an attribute of inferiority, but of superiority. The worship of a monarch is like the love of country or of God. Not the slavish instinct in man, but the love of true liberty leads him to prostrate himself before a king. The freest men are the greatest hero-worshippers. To imagine something great and bow before it in ecstasy and recognize it as master means to place that great something before oneself as a model. It is only young, plastic, vigorous races who are capable of such worship, and, therefore, capable of progress. If they did not find anything worthy of worship, they created it—they created a czar for themselves, an ideal, and designedly overlooked his personal shortcomings. They needed some one to worship. It was the poetry, the "exalted self-deception" of the young soul. But why is it, asks Menshikov, that humanity has grown cold to this exalted ideal? He concludes:

"Humanity is beginning to grow old. It is ceasing to develop. The inner necessity for evolution is dying out. It no longer needs ideals and models for imitation. The same thing, perhaps, is occurring to nations as occurs to bacilli when they go from one bouillon to another. Men's activity is lessened, civilization grows enfeebled. Bourgeois culture has lowered the susceptibility of the human protoplasm, and it grows less and less sensitive. Man no longer desires to exert himself; and every effort seems to him unnatural. Just as life before tended to heroic deeds, that is, to inequality, so now it tends to equality, in other words, to quietism. Why do altars and thrones fall? Why is aristocracy removed from

its pedestal? Because all these things are lofty, exalted, hence very difficult. The striving for the great is too much of an effort for aging humanity, too bothersome."—*Translations made for THE LITERARY DIGEST.*

## EDWARD'S MORAL VALUE TO THE CZAR

**I**N his speech of welcome to the Czar, King Edward distinctly referred to the Russian representative body in the words: "I had an opportunity this year of receiving some representatives of the Douma and I need hardly say what a pleasure it gave me and the Queen to see them." The answer of the Czar to the King of England, moreover, left no room for doubt that Nicholas, too, remembered there was a Douma in the country over which he ruled, for he said: "May the friendly welcome given by Your Majesty and by your people to the members of the Douma and in winter to my squadron be a token of cordial relationship."

Now, argues the Liberal *Riech*, this plainly means a recognition of constitutional government both by the English King and by the Czar. To which the *Kolokol*, a Monarchist paper, replies that if the Russian Constitution were not all up in the air such undue importance would not be attached to the royal speeches at Cowes; and the Constitutionalists would not make such a to-do about them if there were no great need to seek for evidence of its existence. Nevertheless, even the *Golos Moskvy*, a Conservative sheet, says:

"The speeches of the Czar and of the King are events of tremendous political significance, since in them is definitely formulated the attitude of the higher Powers, in general, to the régime in Russia, and, in particular, to the visit of our deputies in England."

Kings sometimes discuss international relations pretty frankly at such meetings, and it seems that this one was no exception. From what has leaked out since the conference the *Riech* concludes that Russo-British friendship is firmer than ever before. It says:

"All the circumstances of the conference at Cowes—the demonstrative cordiality, the significant speeches, which aroused general attention and caused unexpected alarm in the camp of the Black Hundreds; the French flags mingling with the Russian and the English in honor of the Czar's presence—all this so brilliantly



NICHOLAS—"I know you love me, Edward, but how about the dog?"  
—*Simplicissimus* (Munich).

colored the royal visit that its huge significance is self-evident and requires no comment. For this reason, perhaps, Minister Isvolsky, while agreeing with Sir Edward Grey not to make any official declarations, yet thought it possible to express his opinion on the

significance of this conference in an interview with a correspondent. He spoke of the highly beneficial results already brought about by 'our conferences,' which will give an entirely new direction to politics. From his words it is clear that questions never touched upon before were considered, and that above all an agree-



ANNUAL COST OF THE WORLD'S ARMIES.

The name of each Power is followed by the amount in cash appropriated for the army this year. The relative rank as a military power is not, of course, indicated, except inferentially, by the annual expenditure.

—Illustrated London News.

ment was reached with regard to the situation in the Near East, which enabled Isvolsky to say that 'certain ambitious designs' of the European Powers in that region will not be permitted. Of even greater significance is Isvolsky's declaration that the present *entente cordiale* is not regarded as final, and that the way remains open for a still closer union, facilitated by the fact that 'the Czar feels extremely satisfied with what has been accomplished.' In the minister's opinion the reception the Douma delegation received in England serves as a pledge for the stability of the new ties, and he lays special stress upon the recognition of this event in the speeches of the emperors."

What will Germany say? is the next question which the *Riech* considers:

"There is no doubt that after misinterpreting the Czar's words concerning the Douma delegation, our disinterested German friends will try to balance the Cowes Conference by the conference in the Bay of Kiel. It is absolutely impossible, however, to admit that the Kiel Conference can have the same significance as the meeting at Cowes. Of course, as Isvolsky said, an *entente cordiale* with England need not interfere with friendly relations between Russia and Germany. But it is equally manifest that the understanding between Russia and England excludes the possibility of new political combinations at Kiel. This probably explains why no official mention is made of the conference at Kiel."

Yet if the visit of the Czar to King Edward was thus so great a success from a royal standpoint, it was a dead failure from a popular British standpoint, according to the London *Saturday Review*. It has served to emphasize in the general mind the fact that after all the Czar clings to his despotic authority. "What could be more disconcerting," says the *Yorkshire Post*, "than an alliance with a despotism entered into by a free country? We English were in the habit some few years ago of marveling that republican France could live in a dual alliance with the autocracy of the Romanoffs. We have done the same, it seems." "It is difficult to see anything but a setback for liberal ideas," remarks the Glas-

gow *Herald*, "in the demonstration over the Czar made by British officials." The London *News* remarks:

"The meeting has all the significance of an official rapprochement, but it has no other. The very limits which its organizers have been constrained to set upon it are a confession how little it partakes of a popular character. Secure on the guarded ships, on a well-policed ocean, with patrol-boats to watch the sea, and secret-service men to guard the land, the Czar has received the greeting of our court. No more national welcome would have been possible, either in this country or in France. There is no mystery about the reason. The deputies from the Douma were received with public and ungrudging courtesies. The Kaiser, despite the long tension in the relations between Germany and Great Britain, received a royal welcome in the city.

"On the day when the Czar grants to his people the same liberties of speech and meeting as Germans possess, on the day when untried exiles have ceased to tramp eastward along the Siberian roads, on the day when the last Russian province has been relieved from martial law, the Czar, despite the unhappy past of his disastrous reign, will be able to reckon, if not upon the admiration of an English crowd, at least upon a respectful and a courteous welcome . . . .

"For the Russian people there is among us all a deep sympathy, tinged with admiration. Russian thinkers and novelists prepared the way. We learned to know this singularly gifted and attractive race in the pages of Tolstoy, Turgenev, Dostoyevsky, and Gorky.

"Our intercourse with the exiles who have lived among us, from Herzen to Kropotkin, deepened the impression. The heroism of the national struggle for freedom made a complete conquest of our democracy. When we know that the men whom we have learned to admire are at peace with their own Government we shall be ready to welcome its head. When men are no longer imprisoned for publishing Tolstoy's writings, when Gorky and Kropotkin can



ANNUAL COST OF THE WORLD'S NAVIES.

This picture, based upon the appropriations of the respective Powers this year, does not indicate rank as a naval Power, but the size of the budget.

—Illustrated London News.

return to Russia, when the brave deputies of the second Douma emerge from their dungeons, there will be no reason for Nicholas II. to confine his visits to our guarded waters."—Translations made for THE LITERARY DIGEST.

### CHINA'S OPIUM CRISIS

**I**T is doubtful whether any question has ever stirred the Chinese Empire so profoundly as that of opium suppression. These are almost the exact words of Sir Alexander Hosie, acting commercial attaché to the British Legation at Peking, in a special report, and *The North China Daily News*, of Shanghai, comments upon this agitation as one of the most hopeful signs of the time for the yellow race. The work of the international commission on the opium question which sat last winter at Shanghai demonstrated among other things how pervasively the vice of opium-smoking has affected the populations of Eastern Asia. "Its pernicious effects are now generally recognized," to quote the *London Post*, "and the movements started in China to eradicate the baneful practise among her people have excited deep interest and approval among the civilized nations."

Now that so many months have elapsed since the inception of an organized attempt at suppressing the evil, the results are beginning to inspire a little skepticism which is not allayed by the optimism of Sir Alexander Hosie's analysis. The difficulty is that the opium habit affects all classes. The decree against it finds support in some provinces, to be sure, but it is evaded in others, apparently. The provincial officials show a growing apathy and indifference, and there has been only a slight reduction of the opium crop throughout the Empire, notwithstanding the energy in suppression shown by the central Government. Thus says one official British report preceding that of Sir Alexander Hosie. What benefits have ensued from the international efforts thus put forth? *The London News* draws attention to that feature of recent reports indicating that attempts to suppress the vice have resulted partly in propagating an even worse habit—that of morphin taking. What are called antiopium medicines are in too many instances made up of opium or morphin in varying quantities. "The husk of the foreign opium ball made up into pills is also sold as a cure, and most of the reports from the provinces draw attention to the serious evil which these so-called remedies are creating—an evil far worse than the disease they are advertised to overcome. Opium-smokers are in many cases becoming opium- or morphin-eaters and developing a craving which is still more difficult to eradicate." More than one British daily, calling attention to conditions in the Straits Settlements, seems inclined to wonder whether suppressing the poppy crop in China will not result in the creation of smuggling trade for the benefit of slaves of opium. However, to give the opinion of the Shanghai *North China News*:

"We have been told by more than one correspondent of a growing tendency to lapse from the first enthusiasm with which opium reform was greeted, and of the necessity of some new enactment on the part of the authorities to galvanize the movement into activity again. Only to-day we publish from an occasional correspondent at Laohokow a depressing letter, clearly setting forth some of the worst obstacles with which it is to be feared that the antiopium campaign will have to contend for some years to come. But that the work of reform should be uneven is so much to be expected in view of the enormous size of the Empire and the system on which it is administered, that such inequality counts for little indeed compared with the amount of solid progress distributed throughout China which has actually been realized. 'Because one official fails in his duty,' says Sir Alexander Hosie, 'it would be rash to jump to the conclusion that all officials in that province are equally apathetic. That the central Government continues to be sincere and zealous in its crusade is beyond question.' Certainly nothing has occurred within the past eight months to contradict this very cheering conclusion."

One source of peril, pointed out by the *London Chronicle*, is the ease with which the Straits Settlements Chinese procure opium, and their knowledge that much official revenue is derived from it. The cooperation of the Indian Government, this observer hints, has not been thorough. *The United States Government in-*

*itiated the international conference for the suppression of opium, we are further reminded, and is setting "a noble example" in the Philippines. The Washington Government is therefore urged to take up the matter again.*

### CANADIAN PRESS ON A CANADIAN NAVY

**D**ESPITE the secrecy which has attended the sessions of the "Conference on Imperial Defense," lately held in London, the press of Canada has arrived at the conclusion that one of its results will be a definite naval policy for the Dominion entailing the formation of a fleet of war-ships. How large that fleet must be can not be exactly indicated until the seal of secrecy is removed in the course of the next few weeks. "No official information will, it is understood, be forthcoming concerning the conclusions on which the Conference has agreed until the delegates have returned to their respective dominions and are in a position to explain the situation fully." For all that, the Canadian newspapers look at the prospect from the standpoint of a possible altercation with the United States. Thus the *Montreal Star* asks where the liberties of the Dominion would be if Great Britain were "crumpled up like a house of cards" and there ensued some friction with the Washington Government. "We would either have to fight or yield," it says. "Ambitious politicians" at Washington would press this alternative upon an isolated Canada as they never dare on a British Canada." But the *Winnipeg Tribune* finds fault with the resolve to "impose upon Canada a navy of her own instead of joining with the other colonies in making a contribution toward the improvement and maintenance of the Royal Navy to the standard of the necessities of the Empire." Again, the *Montreal Witness* fears that the rejoicing of Canada and Australia in "the triumph of their independence will weaken these elements in the dominions which make for imperial unity" and will strengthen centrifugal forces.

It seems plain to the *Toronto Globe*, in spite of the comments of most of its contemporaries, that Canada can afford the expense of a navy of her own. The jingoes, it says, have not had their way, but neither have those who are afraid to venture upon a naval program. "A policy has been adopted," it opines, "which, so far as Canada is concerned, will organize, direct, and make effective the country's endeavors to provide for the reasonable protection of Canadian shores, Canadian seagoing trade, and the world-wide interests of the British Empire." This is all highly satisfactory to the *Toronto Mail and Empire*, which longs for the creation of a Canadian fleet. "It now remains for public men to formulate a reasonable plan of operations," it remarks. "An extravagant policy is not needed, but people are not inclined to be stingy and make the country an object of scorn among British nations." This prospect alarms the *Montreal Gazette*, which points out that Canada will not for years to come be in a position to provide for a navy all by herself. "A greater return for the money," it says, "would have been obtained by supplementing the naval vote of the United Kingdom, where ships and money alike could be had at moderate cost."

However, as hinted already, the Canadian press generally see much reason for satisfaction at the prospect that at last Canada is to undertake the construction of her own Navy and to assume a place among the Powers with a fleet strong and ready. This sentiment is echoed even among the French Canadian papers, the *Presse of Montreal* going so far as to say that a separate navy will make for Canadian autonomy and should therefore be encouraged. "Canada is glad to contribute to the defense of the Empire," adds the *Quebec Patrie*, "but she does not wish on that account to cease to rule herself. Canada's fleets and armies must be her own."

## HEALTH AND ATHLETICS

THE approach of the football season gives special interest to the ever-present question of the benefit or injury due to athletics. From a discussion of "The Medical Aspects of Athletics" that took place during the meeting of the British Medical Association in July, it may be seen what is thought of it by eminent physicians and surgeons on the other side of the water. The conclusion seems to have been the sensible one that the abuse, and not the use, of athletics is to be avoided. How far one may go without passing the limit that separates the two is of course the important question. We quote from an abstract in *The Medical Record* (New York, August 14), as follows:

"Dr. Tyrrell Brooks, of Oxford, in opening this discussion said that athletics were as old as history, but physical training was modern. It was his experience that the most vigorous undergraduates came from the schools whose athletics were of the more strenuous type. From an inquiry of the medical officers of the principal public schools as to the influence of athletics on health, extending over twenty years, only five deaths were on record. These were almost exclusively from surgical injuries sustained during games. One, however, was from asphyxia, due to regurgitation of food during bar exercises undertaken shortly after a meal. From Oxford during the same time there were two deaths during athletics on record, and one of these was in a case of aortic valvular disease. Among the same boys during the same time, on the other hand, four cases of sudden death occurred quite apart from athletics. Of the organs likely to be damaged from athletics in excess the heart was the chief. Valvular damage, due to exertion, was very rare, but it was to be remembered that slight dilatation of the heart was difficult to estimate. Excessive smoking, alcoholic indulgence, gluttony, or sexual excess might produce exactly similar effects in perversion of the heart's action. The toxins produced during febrile attacks had also a similar deleterious action. It was almost certain that the natural resilience of the heart was so great in boyhood that mere muscular exercise could hardly seriously damage the heart. Precaution to minimize the dangers arising from athletics during school life included an entrance physical examination, careful observation of the younger boys in the ordinary games, and an ample interval between the previous meal and active exercise. Cases of sudden death in boys were indeed in large proportion due to taking violent exercise after a heavy meal.

"Special care in permitting active exercise after convalescence from acute illness was also one of the more important precautions. Reference was made to the researches of Dr. John Morgan on the life-history of men who had taken part in university boat-races, showing that their longevity and physical activity were above the average. In discussing the matter of long school runs he would forbid them to asthmatics and those liable to undue dyspnea, but if only sound boys were allowed to take part, and if preliminary training were enforced, there was, he considered, little fear of any harm resulting. He asked if the profession was not inclined in these matters to sacrifice the interests of the race to the interests of the individual."

Continuing the discussion, Dr. Clement Dukes asserted that the catastrophes that at times occur from undue athleticism are quite preventable. A very harmful idea, he said, is the one formerly prevalent, that boys of nine and nineteen need exactly the same form of exercise. It is the intemperance of physical exercise that must be avoided, and this can be effected by physical examination and medical direction. The reporter goes on to say:

"He especially alluded to the effects of excessive football and running. The short, quick run was apt to cause rapid mischief to the heart, which as rapidly disappeared; on the other hand, the long runs were apt to produce permanent damage to the heart by subacute or even chronic dilatation. But for full-grown men the short, quick run was the more harmful. He considered an interval of at least an hour between a meal and active exercise was im-

perative. . . . Details of the apparent serious consequences of excessive running were given. The former evil results of long runs at Rugby, owing to precaution now in force, were a thing of the past.

"Sir Clifford Allbutt referred to the blood-pressure observations recently made at Cambridge, bearing on the effects of athletics in the young adult, an account of which was to be published in the autumn. The only serious results observed during those observations were in those who during the previous few months had been the subject of an acute infectious disease, especially a bad cold.

"Sir Lauder Brunton thought the duty of medical men was to do the best for the race and for the individual, and he held that the rules lately drawn up by the medical officers of public schools would go far to attain this. He thought that regulated athleticism should begin in the preparatory schools. The ideal training for youths was probably a combination of the physical-exercise methods and games—such a system as is at present carried out in the University of Pennsylvania or in the schools at Bern. He advocated the establishment in the schools of this country [Great Britain] of the office of games-master, appointing men of social standing similar to that of the boys."

Various speakers pointed out the importance of proper diet in connection with exercise, and the bearing of athletics on intellectual and moral development. Dr. Anthony Traill, provost of Trinity College, Dublin, stated that in his institution the majority of those taking fellowships and scholarships were athletes. On the whole, the trend of opinion among these British medical men was distinctly favorable to athletics under proper conditions and supervision.

**DO HUMAN BEINGS EMIT LIGHT?**—Apparently well-authenticated cases of human phosphorescence have been reported. Mr. C. F. Holder, in his book on "Living Lights," tells of a number of these. More recently it has been averred that even when not powerful enough to be visible, this phosphorescence, radiation, or emission is able to affect a photographic plate. This fact has been both asserted and denied vehemently, but it does not appear that much evidence on either side is forthcoming. There is nothing impossible, or even unlikely, about such human radiation, but scientific men will naturally not accept it without unimpeachable evidence. Says a writer in *Cosmos* (Paris, July 17):

"There has been much discussion in the [French] Academy of Sciences, since the beginning of this year, about the alleged radioactivity of the human body. Commandant Darget maintained that the human organism gives off radiations that act on the sensitive plate much like the x-rays or the radium emanation; on the other hand, Mr. William de Fontenay showed that the photographic impressions thus obtained might be completely explained by the influence of moist heat and the transpiration of the human body.

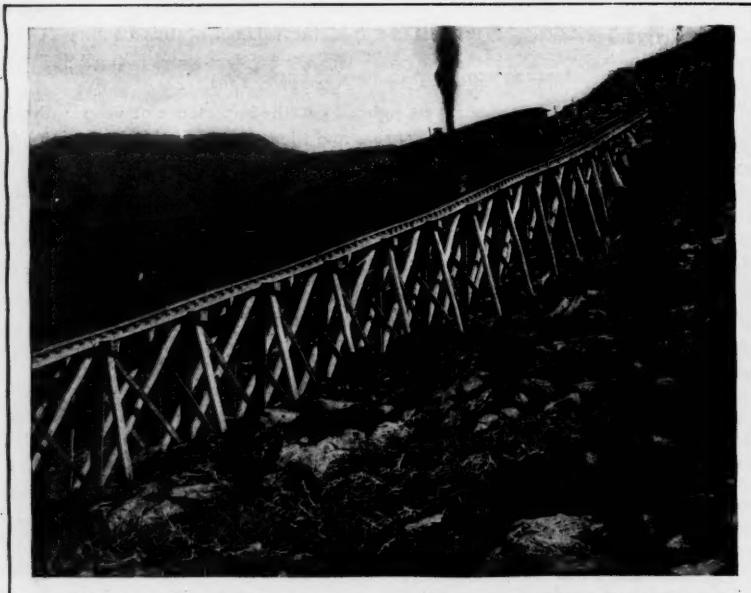
"Some one has now asserted, in support of the first opinion, the fact that 'the firm of Lumière has several times been obliged to discharge men and women employees who fogged the plates when manipulating them.' Mr. De Fontenay replies in the *Annales des Sciences Physiques* that the plate-makers of Lyons have never observed any facts of this kind. Whenever a plate has been fogged there has been an accident; impressions have been due to determinate and known causes—radiation, finger-marks, light from the lantern, etc., and never to an actual human radioactivity.

"In anything that savors of occultism, in what has been called 'animal magnetism'—a word adapted to all sorts of quirks and credulities—and in other alleged and unknown natural forces, people are prone to accept incomplete experiments and hypotheses adopted without test or criticism. . . . We may see by this example, says Mr. De Fontenay, how legends arise and spread. They have very tough lives, too. Ten years from now people will doubtless still be saying, as a proof of human radioactivity, that 'the firm of Lumière,' etc., etc., etc. (see above). There are some corpses that need killing three times a day."—Translation made for THE LITERARY DIGEST.

## MOUNTAIN-RAILWAYS, HERE AND ABROAD

**I**T is a curious fact that altho the railway up Mt. Washington was the first of its kind, its imitators in this country have been few, whereas Europe—especially Switzerland—swarms with them. Some reasons for this are given in an editorial in *The Electric Railway Journal* (New York, August 14). The difference, the writer thinks, is due to financial considerations, which, in their turn, are due to various other conditions that he specifies. We read:

"One of the features of travel in Switzerland is the large number of mountain-railways, steam, cable, and electric, which reach almost every coign of vantage for very moderate fares. In fact, throughout Europe, almost every acclivity from which a view can be had and which is at all accessible to the tourist is provided with



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JACOB'S LADDER, MT. WASHINGTON RAILWAY.

The fact that this road, "altho profitable, has never been a very conspicuous example of financial success," has discouraged imitation in America.

means by which he can easily gain the summit. Of course, Switzerland is the home of this class of road. There they are the most numerous and longest, and, according to the published returns, they are quite profitable. Thus, during the year of 1907 the Rigi-bahn, the pioneer of them all, paid 10 per cent.; the Wengernalp paid 8 per cent.; the Glion-Rochers paid 7 per cent.; the Pilatus-bahn paid 6.5 per cent.; the Gornergrat paid 5 per cent., and the Jungfraubahn, still uncompleted, 4 per cent. These are the six principal mountain railways in Switzerland. Owing to their unique character, some of the unit figures of cost of construction and receipts of these lines are worth publishing. The Pilatusbahn, being typical of all, can be taken as an example. Its total cost of construction was \$887,121, or about \$216,000 per mile. In all 143,640 passengers were carried in 1907, and the average fare paid was \$1.17. The gross receipts were about \$21,000 per mile. Of all the lines, that up the Jungfrau has been the most expensive. Up to the end of 1907 \$1,451,462 had been spent in its construction, which has cost practically at the rate of \$400,000 per mile of track.

"This satisfactory financial condition often suggests to the American traveler that mountain railways here might be profitable, but a little thought will disclose, we think, that there are not the same opportunities in this country as abroad. The number of visitors to any single mountain-resort here, like the Adirondacks or the White Mountains, is very much less than where a small territory is the recreation-ground of an area as populous as the continent of Europe. The season at our Eastern mountain-resorts is also much shorter than that in Switzerland, and the altitudes to be

ascended are less, so that there is less dependence on transportation lines for reaching the summits. Probably, also, the cost of construction would be considerably greater in this country than in Switzerland. The possibilities are worth considering where the *conditions are favorable, but we do not believe there is any very great unoccupied field for mountain-railways in this country.* The most prominent example in the Eastern States of a mountain-railway is that up Mt. Washington, in the White Mountains. This line has been in operation for many years, and, altho profitable, has *not been a very conspicuous example of financial success.* The lack of any considerable number of imitators and the abandonment of one or two other lines in the East do not encourage the construction of similar roads. There are several scenic roads in the Far West, and from appearances they have had better fortune. That up Mt. Lowe, near Los Angeles, and the Pike's Peak line in Colorado carry a goodly number of passengers, and it is said that the latter is to be considerably extended. Another important road of this character is that up Lookout Mountain, near Chattanooga.

But it may fairly be said that to insure success a long season is necessary, longer than that which exists in most of our Eastern mountain-resorts."

## CAVE LIFE

**T**HE life found in caves, amid absolute darkness, has always interested naturalists. Most of the creatures found in dark caverns are the modified descendants of ancestors who first found their way below ground during the present epoch, but a writer in *Cosmos* (Paris, July 24) mentions some facts that have led to the conclusion that occasionally we have in caverns representatives of an earlier geologic age whose fauna is extinct elsewhere. We read:

"Subterranean caverns hollowed out by streams are all, or nearly all, peopled by a special fauna. Animals are born there, develop, reproduce, and die, while forever deprived of the sunlight.

"There is no cave mammal, except a variety of rat, *Neotoma*, of American grottoes; neither is there any cave-bird. There are no animals that require abundant nourishment, for caves do not contain any plant with chlorophyl, and the other plants are very rare.

Among the vertebrates, we meet with only a few species of fish in America, and a batrachian, the proteus, in the caves of Carniola and Dalmatia.

"The greater part of the subterranean population consists of invertebrates; but certain groups of these are not represented. They are mostly crustaceans, insects, arachnids, myriapods, thysanures, and mollusks.

"Grottoes having underground rivers are the most richly provided with life. The subterranean fauna of each grotto much resembles the general fauna of the country, which has entered the cave and has become acclimated there, undergoing divers adaptive modifications. Thus we generally find, in these modified forms, the fauna of the present epoch.

"Despite this, Mr. Armand Viré and his collaborators have shown that a certain number of cave-dwelling species have no analogues in our modern streams and are rather related to the fossils found since 1894 in the caves of France, Italy, and Austria. All these are cave-dwelling creatures belonging to the genera *Sphaeromma* and *Ega*, which at the present time are known only as marine organisms and are found only very exceptionally in fresh water. 'It is therefore quite proper for us to ask,' says Mr. Viré in a recent lecture, 'whether we have not here the remains of an ancient fauna that has everywhere else disappeared from terrestrial rivers and lives only in certain caverns.'

"As for creatures of modern species that have adapted themselves to underground conditions, they are sharply separated from their congeners, the light-dwellers, by the special characteristics

that they have acquired. Living always in an obscure medium, at constant or slightly varying temperature, they become deeply changed. The integuments lose all pigmentation and become whitish or transparent, except in the case of some coleopters; the eye atrophies or disappears altogether, and it may be that the optic nerve and the optic lobe themselves disappear, which leaves the brain profoundly modified.

"Correlatively to these disappearances, other organs develop in proportion; those of hearing, smell, and touch become very large, the antennae elongate, and sensitive hairs, long and coarse, appear over the whole body."

"These modifications are produced gradually, and in some cases the various stages have been observed. . . . In 1896, to follow the phenomenon experimentally, Milne-Edwards, then director of the Museum, caused to be installed by Mr. A. Viré, in the catacombs of Paris, a laboratory which the present director, Mr. E. Perrier, now proposes to enlarge. In animals kept here in darkness it has been possible to see the regression of the eye and the hypertrophy of the other sense-organs begin. It seems also that with fishes, observed since 1900 (two lived two years, another eight), the absence of light has determined a remarkable arrest of growth; their length was about 2 inches and their weight less than an ounce, whereas similar fish kept in daylight reached 5 inches and 2.7 ounces."—*Translation made for THE LITERARY DIGEST.*

## DISPUTED FACTORS OF EVOLUTION

DOES evolution come from without or within? This has always been a moot point with those who accept the doctrine of transformism. Those who call themselves followers of Darwin believe that the variations without which "natural selection" would have nothing to select are not affected by what goes on in the outside world; those who look to Lamarck, Darwin's predecessor, as their mentor, assert that on the contrary the changes of the environment are the direct causes of such variations. How far the controversy is a purely modern one, and how far it really represents a difference in the Darwinian and Lamarckian theories as set forth by those masters, need not be discussed here. In a paper on "The Centenary of Darwin" in the *Revue Scientifique* (Paris), Prof. I. Costantin, of the National Museum of Natural History, treats especially the bearing which Hugo De Vries's recent discovery of what he calls "mutation" has on this subject. This has been held to favor the Darwinians, but Professor Costantin believes there are not sufficient grounds for such a conclusion. In the first place, he says, Darwin, in order to bring out the new idea that he had to present, persistently turned his back upon the older ones. We read:

"Wishing to distinguish clearly between his work and that of his predecessors, notably Lamarck, he systematically disregarded everything in the work of the latter that bore any relationship to the direct action of the environment. The great cause of variation, in his view, existed in the egg and in the difference between the parents. This theory is not formulated as clearly as this in his works, but it was made more definite by his pupils, who have carried on further a tendency already quite manifest in his books."

"At the present time, two adverse schools seek the explanation of transformism in two different directions—the Neo-Darwinians, who believe that all variations arise from growth and hybridization; and the Neo-Lamarckians, who attribute all the alterations of types to changes of environment."

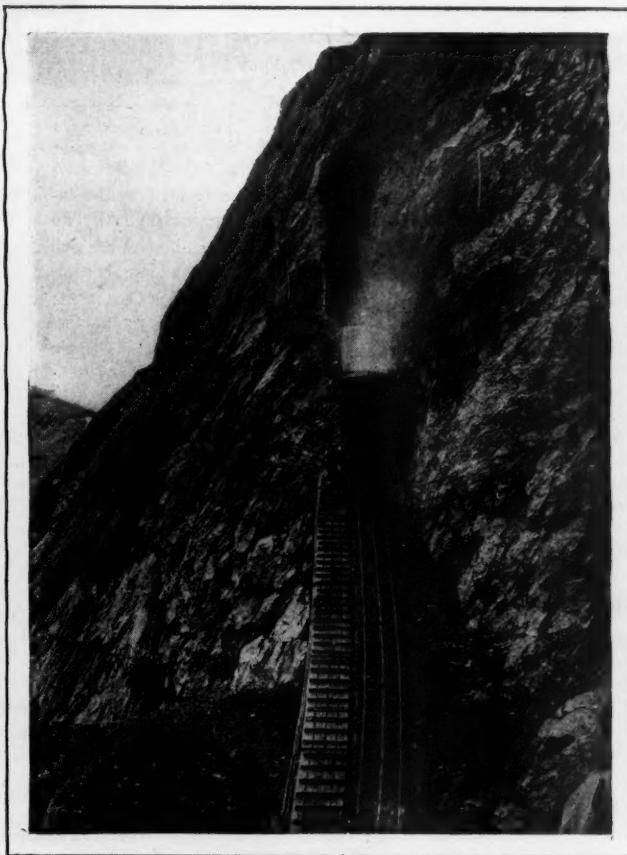
"To decide between the two schools, direct proofs were for a long time wanting. Darwin and his first pupils maintained that centuries were necessary to bring about the slightest transformation.

"With Mr. De Vries, the theory of evolution has entered quite recently into the experimental phase. In his study of a plant growing in the outskirts of Amsterdam, the *Oenothera lamarckiana*, De Vries witnessed the genesis of a considerable number of small species; some with short styles, some of dwarf stature, some gigantic and strong, some with red leaf-veins, etc. When they had

once appeared, these sub-species had absolute stability; but the normal types of *Lamarckiana*, which were much more numerous, preserve the property of varying anew in successive generations, giving rise to the same sub-species having the same stability.

"This was the first time that any one had witnessed the creation of new fixt types, well defined scientifically.

"The case of mutation observed in the hairy toad-flax is yet more striking; after having obtained at first a type only partially hairy, De Vries ended by bringing about the transformation of all the flowers with an heredity of 90 per cent. We have here to do with no feeble variation, for the transformation of an irregular flower with one spur into a regular one with five spurs is analogous to that which may be observed in passing from a larkspur to a columbine. One is, then, tempted to say that here we have not the creation of a sub-species, but that of a new genus.



MT. PILATUS RAILWAY, IN SWITZERLAND.

This road cost \$216,000 per mile, and the gross receipts in 1907 were about \$21,000 per mile.

"The theory formulated by De Vries to explain these so remarkable facts would appear to be in favor of the Neo-Darwinian contentions.

"The appearance of a new characteristic, according to him, corresponds to the existence in the germ of representative particles; the presence of spots on the corolla, for instance, would correspond to certain of these particles. This notion throws much light on the result observed by Mendel (1822-84) forty years ago, in crossing two varieties, one with and one without spots. In the second generation the disjunction of characteristics was observed in the hybrids: 75 per cent. present the dominant character and 25 the dominated one. . . .

"Must we conclude, then, that the Neo-Darwinians have triumphed definitely? The creation observed in the case of the toad-flax possesses such amplitude that the mind is disquieted by it. By what simple experiments has this apparently inaccessible problem of the origin of species been solved?

"This so-called theory of mutations, or sudden variations," says Le Dantec, in a forthcoming work, "The Crisis of Transformism,"

"is the negation of Lamarckism. I am almost prepared to say that it is the negation of transformism itself."

According to Le Dantec, sudden changes like that observed in the toad-flax are simply evidence of what chemists call "dimorphism"—the possession of two typical forms, like sulfur, which may crystallize either in the octahedral or prismatic system. In other plants there may be polymorphism—the successive appearance of many different forms. On this theory there is no real basic change in the plant—no actual variation. Professor Costantin thinks that altho there may be something in what Le Dantec says, the discovery of mutation is still an important scientific acquisition. He does not believe that De Vries is right, however, in referring it wholly to changes in the germ. It is certainly affected also by environment, he holds; and he quotes the experiments of Blaringhem on Indian corn, where an extensive and remarkable "mutation" was brought about by treatment of the plant. In short, he considers it as well-established that sub-species may be formed by the influence of the environment. If this is so, Lamarckism is by no means a back number. Le Dantec believes that sudden mutations are often the culmination of the influence of slow and long-continued climatic changes. In other words, says Professor Costantin:

"I believe that cosmic agents remain the real factors of evolution, which takes place from time to time by mutation and also by slow variation."—*Translation made for THE LITERARY DIGEST.*

## HARBOR PROTECTION: BOOMS VERSUS BOMBS

SOME doubt is cast on the good judgment of the British naval authorities in abandoning, about five years ago, the use of mine-fields for harbor protection, in favor of great booms of timber and wire-cable, by a recent practical experiment in which the old destroyer *Ferret* easily cut through one of the booms



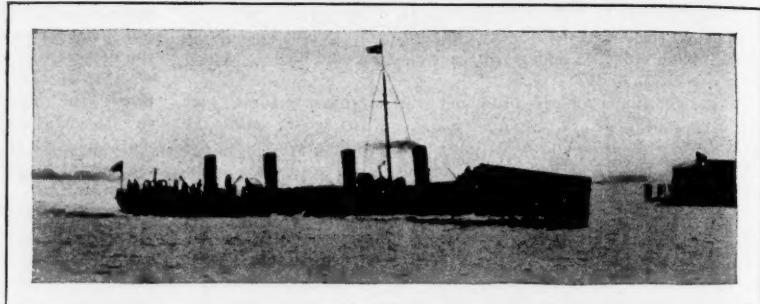
THE BARRIER THAT FAILED.

The movable boom, showing the spikes to wreck torpedo craft. The torpedo-boat destroyer struck the boom between two logs, cut the cables, and passed through unharmed.

with little or no damage to herself. A correspondent of *The Scientific American* (New York, August 21) signing himself "An Eye-witness," tells us that the latest pattern in these obstructions adopted by the British Admiralty consists of 100 to 150 balks of timber, each about a square foot in section and 10 feet long, tied

together by four steel hawsers. At intervals the boom is attached to pontoons moored to the bottom by heavy chains. Each timber is studded with stout, curved steel spikes, to prevent the "jumping" of the boom—an incident which has occurred more than once in maneuvers. We read:

"It was, of course, well understood that any vessel larger than



A DESTROYER THAT DESTROYED.

The *Ferret* as she appeared when approaching the boom at 15 knots speed.

a destroyer could easily break any boom yet devised. The British Admiralty, however, after much discussion came to the conclusion that the only vessels likely to penetrate the outer line of British port defenses were destroyers and torpedo-boats (including, of course, submarines), and it was therefore decided to put to a practical test the problem whether a vessel of one of these types could burst through a boom of the latest pattern.

"A section of a boom of the latest design was therefore erected across a small creek in the upper reaches of Portsmouth harbor. In addition to the spikes already described, the boom was furnished with a three-inch wire hawser stretched about three feet above the balks, with the object of shearing the masts and funnels from any destroyer which might have the audacity to charge the boom, and to force it down on to the steel spikes. Five feet below the surface there was another hawser, designed to impede the progress of the ship and to foul its propellers.

"The attack was entrusted to the torpedo-boat destroyer *Ferret*, an obsolescent vessel of 280 tons, launched in 1893. Her engines are of 4,810 horse-power, the designed speed being 27 knots. For the purposes of the test she was strengthened by means of steel plates fixt to either side of the bow, but this was only done to give her a greater resemblance to the latest vessels of the destroyer class. Nominally her crew consisted of seventy men, but for the purpose of the trials a volunteer crew of ten was selected. . . . Before starting, the whole of the crew were directed to come on deck as soon as the vessel got within one hundred yards of the boom and to be ready to jump overboard, while a large number of tugs and launches were in the vicinity to pick up the expected pieces. These facts alone are sufficient evidence that the Admiralty officials did not expect the *Ferret* to get through, at any rate without considerable damage to herself.

"Of the trial itself there is little to say. It took place at five o'clock in the morning of July 28. The *Ferret* left Portsmouth harbor, and, turning round, steamed toward the boom at about fifteen knots. The lieutenant and quartermaster stood on the bridge and at the wheel respectively, and steered a course direct for the center of the obstruction. When a hundred yards distant steam was shut off. The surrounding pinnaces and tugs closed in, the *Ferret* caught the boom between two balks—and went through it as easily as if it had been packthread. No shock whatever was felt on board, and every one—engine-room staff and stokers included—remained at their posts, and were, in fact, unaware of the fact that the obstruction had been cleared. A glass of water left standing on the wardroom table was not even spilled.

"The hawsers were cleanly cut, and the two halves of the boom swung round with the tide toward the shore."

Later examination showed that the boat was not strained in the

slightest degree. The result of this test, we are told, has caused a general demand for a return to the former system of submarine mines; but the authorities apparently have not given up their faith in booms, as they are to conduct further tests in the attempt to make one that is really efficient.

### ANOTHER ELECTRIC DISTANCE-SEER

**S**TILL another apparatus for seeing electrically at long distances! These devices are as numerous—and as effective—as flying-machines used to be in the days when no one knew how to fly. We are now flying, at least to a limited extent; some day, too, perhaps we shall see at a distance. We have already gone so far as to transmit photographs by telegraphy, and an extension of the method would transmit actual luminous images. The chief trouble has been that the elements of the picture must be reproduced successively, and while this makes no difference with a photograph, it is a vital objection with an image that is to be taken in by the eye all at once. The successive reproduction of the thousands of minute points making up the whole would have to take place in a fraction of a second—so quickly that the first would be still affecting the retina when the last was flashed upon it. Now we are told by Dr. Alfred Gradenwitz, writing in *Knowledge and Scientific News* (London, August) that a German inventor has succeeded in overcoming all difficulties and that an electric "far-seer" costing a million and a quarter dollars is to be shown in working order at the Brussels Exposition next summer. The theory of his machine is unexceptionable and we are told that a rough elementary model works very well. For the complete demonstration, however, we must wait until next year—and many incredulous scientific men will wait with interest. Says Dr. Gradenwitz:

"The problem of tele-vision has long been a favorite one with enterprising inventors; a large amount of ingenuity has been bestowed on attempts made to solve it. Thus, those many examples of tele-photographic apparatus which have been made known in the course of the last few years are mainly the outcome of such endeavors. In fact, the transmission of photographs, drawings, and handwriting over a telegraph wire, giving a reproduction at the remote end, is incomparably more easy than the instantaneous rendering of the moving objects situated at the transmitting-station.

"A solution of the problem could, it is true, be attempted on the very principle underlying the construction of these tele-photographic apparatus. What would be required is that the various sections of a picture be reproduced—not successively, as in the case of tele-photography, but simultaneously, as well as instantaneously, without any lag, becoming visible immediately without any photographic process. Now there were, so far, two difficulties in the way of a practical realization of this idea, viz.: (1) The costliness of such an outfit; (2) the sluggishness or *inertia* of the vital organ of most systems—the photo-electric selenium cells.

"Mr. Ernest Ruhmer, of Berlin, well known by his inventions in the field of wireless telephony and telegraphy, has succeeded in perfecting the first demonstration apparatus which may be said actually to solve the problem. The writer has had an opportunity of inspecting this curious machine immediately before its being sent to Brussels, in order there to be demonstrated before the pro-

moters of the Universal Exhibition planned for next year. In fact, a complete and definite tele-vision apparatus, costing the sum of £250,000, is to be the 'clou' of this show. The demonstration apparatus has been produced at a cost of £250, and owing to its more elementary construction lends itself only to the reproduction of simple patterns, consisting of squares arranged in different combinations. The illustration, representing the inventor with his apparatus, will make the meaning of this clear. Mr. Ruhmer is seen standing beside a projection-apparatus, throwing the pattern on a screen hung up on the wall, which screen is a square divided into twenty-five square sections.

"Behind each of these sections is arranged a highly sensitive selenium cell in which, by a novel process, *inertia* has been absolutely eliminated. It thus responds instantaneously to any variation in lighting it is exposed to.

"At the receiving-station is arranged a similar screen, divided into the same number of sections, each of which communicates with the corresponding section on the transmitting-screen. While the actual system used in transmission is kept secret, this much may be stated, that a highly sensitive mirror galvanometer reconverts the fluctuations of current produced by fluctuations in luminous intensity on the transmitting-screen into corresponding light variations. To the right of the receiving-screen is seen the accumulator battery, supplying the current to the tele-vision circuits.

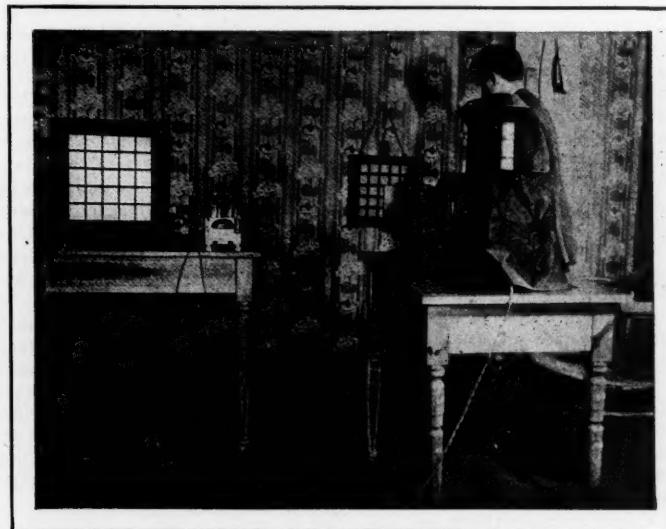
"As soon as a perforated pattern is inserted into the projector a telegraphic reproduction of the picture is seen to appear at the very moment it is thrown on the transmitting-screen. The sluggishness of the cells has been compensated to such a degree that the telegraphic picture will respond practically instantaneously to any motion. In fact, a reproduction obtained at most in a few minutes with the photo-telegraphic apparatus so far constructed is here achieved in a fraction of a second, so that several phases of a motion can be reproduced within a second.

"It is hard to realize what a sum of laborious work had to be expended in constructing even this

relatively simple apparatus. In fact, each section, with its selenium cell and mirror-galvanometer device, is an apparatus of precision in itself, while the definite apparatus will be composed of 10,000 elements of the same kind. Each selenium cell will have to be wound personally by the inventor, who never entrusts his work to anybody else."

**EDISON'S GIANT ROCK-CRUSHER**—A machine that will reduce a boulder weighing from 12 to 14 tons and 7 or 8 feet in width into a pile of 6-inch rocks suitable for smaller rollers to crush into road-making material has been built by Thomas A. Edison, we are told by *American Industries* (New York, August 15). This great crusher weighs nearly 40 tons. We read:

"Inside of the machine are two large rolls, 7 feet wide and 6 feet in diameter, which are enclosed in a gigantic hopper. These rolls have octagonal-faced mandrels, or plate-beds, on which the molars or grinders are fastened with bolts that weigh from 10 to 30 pounds each. These rollers are attached to a pulley which is connected with a belt to a large motor with great horse-power. A terrific speed is generated, and the railroad freight-car is backed up to the hopper, on which are usually two 14-ton boulders. A magnetic lifting-contrivance is lowered over them, a clutch grips the heavy rock and then a button is pressed and a lever pulled. The stone is dropped by the shutting off of the magnetic currents and falls into the hopper. There is a terrific roar and the boulder is crushed."



RUHMER'S NEW APPARATUS FOR TRANSMITTING LIGHT BY SELENIUM CELLS.

## MISSIONARY MERGERS

WHEN Robert E. Speer read the peevish complaint of a Methodist missionary in China that there was not one volume of theology available for the Methodist churches in China that was not "tinctured with Calvinism," it made him happy. Furthermore, he hoped that the Presbyterian missionaries could not get a volume of theology that was not "tinctured with Arminianism," and, indeed, "that did not have a very heavy saturation of it." The theological differences that rive our churches apart "are not native to the lands to which we carry the Gospel on the other side of the sea," he says, and, "thank God, there are many of them that you can not transport there." To represent the gospel of Christ as divided "misrepresents his gospel," declares Mr. Speer. "You can not express one God in a split church." Nor, he continues (in a recent address quoted by the *New York Observer*), have the heathen languages any words to express the denominational names, like Methodist, Presbyterian, Protestant, Episcopal, etc., and if these distinctions are to be maintained it has to be done in a forced and artificial way. But they are not being maintained. The trend is in the other direction:

"Happily, even in the lands where such terms exist, the missionaries have often been wise enough to thrust them into the background. It was agreed at the outset in the Philippines, for example, that the evangelical churches should bear one common Christian name. If anybody wanted to throw in a little parenthesis at the end perpetuating the Western denominational name they could do so, but the outstanding conspicuous name was one. The same agreement I believe has been reached in Korea, and in many other lands from the very beginning our Western denominational titles were not known. And while here and there a particular missionary institution may bear some proprietary title, yet for the most part it is known as the mission hospital, or the mission school, or the mission press, and no particular name is tied to it to create distinctions in the minds of those who may know of it. First of all, then, we have made a long step in advance in leaving behind us the names. Abandon the names and the ideas that the old name embodied will sooner or later fade away.

"In the second place, we have long accepted territorial divisions. Bishop Cranston was right in what he said this afternoon, that in almost all of the mission-fields now Christian bodies recognize the superior obligation of this body to this territory, and avoid all overlapping and duplication. We have not reached the goal as yet. There are lands, like India, where there are many things left undone, still to be done in this matter, but for the most part over all the non-Christian world the principle of a territorial division of the field is well understood."

An enlightening survey of the unification already accomplished is given in these words:

"I can count twenty different institutions, three of them theological institutions, where different denominations have united themselves to support those institutions in common and to carry on together the work which those institutions represent. We have in China now all the medical missionaries gathered in one medical association, all the missionaries in educational work gathered in one educational association. And the organic union extends not only to educational and medical institutions and publishing enterprises like our common Christian hymn-book in Japan—it extends to churches. We hesitated this afternoon to assent to the proposition that the elimination of denominations abroad as far as possible was a desirable thing. Well, I do not see why we need to be so slow to ratify what has been done and what is going to be done in spite of us anyhow. I know of nine cases now where they have been already eliminated. There have been three great eliminations in Japan. The Episcopal Churches of Great Britain and America are now one in Japan. All Presbyterian and Reformed bodies have been one in Japan for twenty-five years. All the Methodist bodies were made organically one in Japan a year or two ago. There is scarcely a mission-field where there have not been instances of this organic melting together of different denominations. In every country where the Northern and Southern

Presbyterian churches of this land are working, outside of the United States, they are working as one organic church. In this Christian land we are two. In every heathen land we are one. Over in India, I think it was mentioned in the report presented by the committee to-day, three or four years ago all the Presbyterian and Reformed churches and the Calvinistic Methodists came together in one great Church of Christ for India, and only this last year the Southern section of that Church separated from the rest with the good-will and approval of the rest, in order to unite with the English and American Congregationalists of South India and make a larger union numerically, a larger union in the inclusion of different types of denominations, altho for a little while it made a smaller union geographically. But it was done as a step to the larger union yet to be. And an even wider unity is proposed than the consolidation of cognate denominations. The conception of a visible corporate oneness of the whole Church is increasingly dominating the thought of great bodies of missionaries."

Conservatives who cling to the useless forms of a dead past are given a few plain words of counsel that may easily apply to ultra-conservatism in every line of thought. Says Mr. Speer:

"It is no enmity to our past to believe that it did not exhaust God. I do not see any disloyalty to the past in believing that God means the future to be better than it. Unless the past has made ready for a better future, the past was a bad past. Only those things are good that make ready for better things to come after them, and those men are disloyal to the past, not who believe that it made preparation for greater things, but who believe that all the great things are in a golden age gone by. The worst disloyalty to the past is to mistake it for the future. Very great and glorious that past has been, but that past will have failed to teach its lesson to us, that past will have failed to fulfil its mission in the will of God if it binds men forever in the chains of its institutional forms, unless it has made them ready for larger and completer things and led them on to such a unity as Christ himself, we must believe, longed for while he was here and waits for now where he is gone.

"The younger men—and I know their heart well—have their own day coming, and when their own day comes you may believe that that unity will be near. They do not believe that loyalty to their fathers who went before them means disloyalty to their sons who are to come after them. They believe in ringing out an old that has fulfilled its end, and ringing in the new and the larger things which are in God's will for his Church, if, like the path of the just, it is to shine brighter and brighter unto the fulness of the day."

**CATHOLIC AND PROTESTANT COOPERATION**—It is refreshing to find Catholics and Protestants exchanging friendly glances over the barrier between the two camps. It is not always thus. Bishop McFaul, however, whose vigorous denunciation of irreligious colleges recently made such a stir, is now quoted in *The Presbyterian* (Philadelphia) as saying:

"Let me announce it deliberately and with all the emphasis possible that the time has come when infidelity and immorality are stalking abroad in our land, and that it behoves all Christian people, Protestants and Catholics alike, to forget their petty jealousies and indifferences and, altho holding fast to their religious convictions, to unite, to stand shoulder to shoulder, forming an impregnable barrier to antichristian doctrine and pagan morals."

The editor of *The Presbyterian* has strong doubts about the practicability of the cooperation proposed by the Roman-Catholic bishop, but he declares in downright fashion that "the heart and mind of every true Protestant will respond eagerly to such a plea." Any such cooperation would involve the acknowledgment by the Catholic Church that the Protestants "are truly members of the flock of Christ, truly Christians, and that their witness is of equal value with that of the ancient Church," continues the editor, and he adds:

"It will be a happy day for the Church universal and for the world, when the Bishop and those he represents can acknowledge

this. The day of true unity will not be far off. And one who hears the Bishop's good words is almost ready to believe that it is advancing. If we could get together upon the fundamental truth of Jesus Christ, what a witness we might bear before the world! Are our brethren of the Roman Church ready to stand with the rest of us now in giving it?"

## FINANCIAL CRISIS OF THE CHURCHES

**M**R. RAY STANNARD BAKER recently asked one of the foremost Church laymen in New York City what, in his opinion, was the trouble with the churches, and the somewhat surprising answer was: "Money. We can't get money." Spontaneous money-giving, this churchman went on to say, is the surest evidence of vital human interest. "A man," he argued, "does not give his good dollars to a cause unless that cause really stirs him; and we in the churches must face the fact that people are no longer giving to the churches as they once did." This remark led Mr. Baker to examine the lists of bequests and public gifts in the United States during recent years, with the result that he was astonished to find "how completely the great streams of voluntary and spontaneous giving have been diverted from the churches, and from church-work generally." Writing on this subject in *The American Magazine* (New York) for September, he says:

"During the past ten or twelve years the almost inconceivably enormous sum of \$1,000,000,000 has been given away by Americans for various philanthropic purposes. Of this stupendous sum comparatively little went to the churches.

"Rockefeller, for example, altho an exuberant church-member, has given comparatively little money to church-work. He has been interested in outside activities, chiefly educational and medical. Mrs. Russell Sage has been distributing her millions, not among the churches which have been gradually deserting the poor, but she establishes a great fund for studying methods of improving the conditions of the poor. . . . Phipps builds model tenements and D. O. Mills model hotels for improving the living-conditions of people of small means. Last year Morris K. Jesup died. He was one of the most loyal of Presbyterians, but of his gifts not one-tenth went to church work, while nine-tenths was given to outside activities like the American Museum of Natural History. And Mr. Jesup's proportion for churches was very large compared with that of most givers. Even many Roman Catholics who have left fortunes have contributed not exclusively to the Church, as they probably would have done twenty or fifty years ago, but have favored all sorts of public causes. A wealthy Roman-Catholic woman recently left considerable sums of money to Jewish institutions.

"Not only the dollars of the rich but the pennies of the poor have been diverted in large measure from the Church. No one can study even cursorily the Socialist movement, the trade-union movement, the spread of fraternal and mutual-benefit societies, without being impressed with the great sums (in the aggregate) which are being given yearly to maintain these movements. Almost the only church-activity in which I have found any considerable growth or spontaneity of giving is the Christian-Science Movement."

The churches, says Mr. Baker, recognize this situation and are resorting to various expedients to meet it. We read:

"At the same time that money is being so readily and so generously bestowed upon all manner of outside activities, the churches are having to devise complicated and organized methods of getting money from people. Churches are to-day advertised like business enterprises; several books have been written on church advertising

and promotion which reveal the most adroit business methods of attracting people. In New York I saw really impressive systems of card-catalogs and other business devices among the churches for keeping in touch with contributors. A formidable number of publications and speakers are constantly at work stirring up enthusiasm, urging people to contribute money. More and more either the bishop, the clergyman, or some member of the board of trustees must be an energetic business man. More and more large churches are seeking the safe haven of endowments; they fear the future."

Yet notwithstanding all these efforts, says Mr. Baker, "many, if not most, churches in this country, and several whole denominations, are scarcely able to hold their own." To quote further:

"There is a cry of underpaid clergy and ill-supported work. More and more it has been found necessary to take a larger proportion of the money given to the Church to pay maintenance expenses—thus cutting down the proportion appropriated for benevolence.

"These are no hasty or sweeping generalizations. Examine for a series of years the reports of almost any church or denomination in this country which gives adequate financial statistics (many churches are discreetly silent on the subject) and it will be found that, altho the country has been increasing enormously in wealth, the contributions to the churches have either actually fallen away or else have crept forward at snail's pace. It will also be found that most churches are using more in proportion of the money collected on themselves, less on benevolences. Here are statistics of gifts for a twelve-year period of four great denominations (from Strong's 'Social Progress'):

	Benevolences		Home Expenses	
	Per capita	Per capita	1893	1905
Baptist, regular....	\$1.15	\$0.65	\$2.06	\$3.01
Congregational ....	4.88	3.24	13.16	13.54
Methodist Episcopal ..	.85	1.04	5.62	6.21
Presbyterian .....	5.14	4.71	12.52	12.35

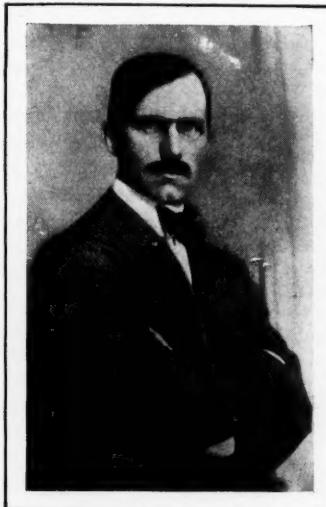
"In all the denominations named except the Methodist, the benevolences decreased in the twelve years between 1893 and 1905. Even giving for home expenses decreased in two of the four denominations, and all this in the face of the fact that 1893 was a panic year and that since then the wealth of the country has enormously increased. If it were not for the fact that many of the large city churches, of which Trinity in New York is the best type, have a steady income from endowments, they would have still more difficult problems to meet.

"No, people are no longer giving to the churches as they once did, and it is this, more than anything else, perhaps, which, deep down at the bottom, is causing profound concern among church-leaders. When money begins to turn aside, institutions tremble."

Mr. Baker goes on to say:

"These facts are of the profoundest significance. Whatever may be one's opinion of the tendencies shown, or of the new movements which are attracting such generous support, at least the activities outside of the Church must be well reckoned with. Do they mean that there is more of the light of faith and the heat of vital activity outside of the Church than inside? Are the new enthusiasms worthy? Are they religious or irreligious? In short, what do they all mean?

"Two general lines of growth or experiment are clearly distinguishable. The first is toward new expressions of religious belief; the second is toward new forms of social and ethical activity. In other words, men are seeking first, new definitions of their relationships toward God; second, new expressions of their duties toward their fellow men . . . While the critics are at war over the formulation of belief, the practical man is seeking to express in tangible works that 'love of his brother whom he hath seen' without which, as the Book says, 'how can he love God whom he hath not seen?'



RAY STANNARD BAKER.

He says that "people are no longer giving to the churches as they once did."

## CATHOLIC ENMITY TO THE SALOON

"THE Catholic Church," says the Rev. James M. Reardon, a Roman-Catholic priest connected with the St. Paul Seminary, St. Paul, Minn., "has often been accused of courting an alliance with the saloon." Not only does Mr. Reardon challenge any one "to adduce a particle of evidence in support of this infamous calumny," but he goes on to present the facts of the case in order to show the utter absurdity of the charge. His words, which were first delivered before the Catholic Total Abstinence Society, are now printed in the Chicago *Home Herald* (non-sectarian). While admitting that "unfortunately many members of the fold are engaged in this soul-destroying business," and that consequently "the Church has been placed in a false position before the world," he goes on to say that the Catholic Church regards the saloon as "the plague spot in our national life." This Church, he says, "is the avowed and uncompromising enemy of the American saloon, and it desires most ardently that the pestilential evil be wiped out entirely." To quote further:

"Few people have any adequate idea of the enormous growth of the saloon business during recent years, and of the influence it wields in State and national affairs. More than \$1,500,000,000 flow annually into the coffers of the American saloon-keeper; and who can doubt that this stream is crimsoned with the blood of vice and crime, and saturated with the salt tears of untold misery? Against this formidable foe the Catholic Church raises its voice in vigorous denunciation. The saloon would contend with the Church for supremacy on American soil; it would, if it could, destroy her power, and glory in its emancipation from the restraint which religion imposes. Therefore, between the Church and the saloon, there can be no truce, no compromise. . . . .

"Moreover, the saloon strikes at the very corner-stone of our rights as citizens by fastening itself on the body politic and placing its own welfare above that of the State and nation. The saloon depends upon political corruption for its very existence. It makes no secret of the fact that it is in politics for the purpose of sending men to the halls of legislation to vote as it dictates. To accomplish this it turns over to its favorite candidate the votes of the idle, the purchasable, and the vicious members of society. Bribery and corruption have increased to such an extent that even the brewers have reached the conclusion that the saloon ought to be divorced from politics. They realize that, in almost every State in the Union, it has entered into an alliance with the very worst element in the political arena; and its withdrawal would undoubtedly improve the prospects for a cleaner and better conducted municipal government. . . . .

"Against this monster evil—the American saloon system—what can the Catholic Church do if she is loyal to her protest principles but raise her hand in opposition and put herself on record as an unwavering antagonist? She has always regarded intemperance as so serious a sin that it excludes from heaven those who are guilty of it. Hence she looks upon the saloon . . . as one of her greatest foes, a barrier to the operation of divine grace in human souls, an arch enemy with whom there can be no semblance of a compromise."

Of the Church's official utterances on the subject we read:

"In the decrees promulgated by the Plenary Councils of Baltimore, the Catholic Church legislated for pastors and people, and made known her attitude toward the drink traffic and the vice of intemperance. 'There can be no manner of doubt,' she says, 'that the abuse of intoxicating liquors is to be reckoned among the most deplorable evils of the country.'

"Furthermore, while the selling of liquor is not declared to be unlawful in itself, Catholics engaged in it are urged to choose 'a more becoming way of making a living,' and if they do not heed the warning voice of the Church in this matter and persist in dispensing alcoholic beverages to the public, they expose themselves to grave personal dangers besides constituting themselves occasions of sin to others. 'They must,' says the third Plenary Council of Baltimore, 'keep their saloons closed on Sunday and never allow blasphemy, cursing, or obscene language. Saloon-keepers should know that if, through their culpable neglect, religion is brought into contempt or men brought to ruin, there is an Avenger

in heaven who will surely exact from them the severest penalties.'

"But if, notwithstanding this solemn admonition, Catholics persist in this unbecoming business and 'give occasion to excessive drinking, especially on Sundays,' pastors are exhorted to inflict on them the severe penalty of exclusion from the sacraments. The profanation of the Lord's Day by the sale of liquor and the frequenting of places where it is sold, is regarded as 'so prolific of evil results' that the bishops issued a special pastoral letter in condemnation of it, in the course of which they 'implore all Catholics, for the love of God and of country, never to take part in the Sunday traffic, not to patronize or countenance it. And we not only direct the attention of all pastors to the repression of this abuse, but we also call upon them to induce all of their flocks who may be engaged in the sale of liquor, to abandon as soon as they can this dangerous traffic.' In view of all this definite legislation, who will dare to assert that the Catholic Church is the friend of the saloon?"

## AUSTRALIA'S GREAT REVIVAL

FOR a month past the religious press have been recording the phenomenal results of the revival work of the Chapman-Alexander mission in the larger cities of Australia. It would seem that a climax has been reached in Sydney, New South Wales. While the revival there was in progress *The Methodist*, of that city, described it as "the most perfectly organized and comprehensive effort to reach the people of all shades and classes yet made in Sydney," and added that "the churches are being linked onto the movement as never before." We read of "the leading men of all the churches—theological professors, graduates from many universities, popular preachers, beloved pastors—on their knees weeping and sobbing as if they were children," and of another meeting at which 100 tram-car men were converted. *The Western Christian Advocate* (Methodist), of Cincinnati, culling editorially from the Australian dispatches, tells us that at the close of the mission in Sydney a League of Service was formed to carry the news and influence of the work to all the country towns and villages of New South Wales. Moreover, "hundreds of country ministers were in Sydney during the mission, and these largely caught the spirit of the movement, and have returned to their circuits or charges filled with new zeal." The Rev. W. G. Taylor, writing from Sydney to *The Episcopal Recorder*, of Philadelphia, declares that "never at any period of my life have I seen such a remarkable work of God." He goes on to say:

"This mission is the most sane, the most Scriptural, the most common-sensed, the best organized, and the best captained work of its kind, probably, ever seen in Australia. . . . The mission is the one topic of conversation, or of debate, everywhere—on the streets, the tram-cars, the ferry-boats, city offices, workshops—everywhere! Such crowds I have never seen gathered for any purpose—religious, political, or social. I have gone carefully into figures, and estimate that on each Sabbath the mission party have preached to at least from 17,000 to 18,000 people, while on every week day fully 12,000 have listened to the thrilling Gospel story.

"One of the most remarkable features of the work is the numerous conversions that have taken place outside the immediate influence of the mission itself. A day or two ago a leading Anglican lady stopped me in the street to tell me that on the previous morning, in her own dining-room, both the cook and her groom had been converted; a leading fortune-teller and clairvoyant—well known to me—found Christ in her own rooms near the hour of midnight, and has since pointed to Christ a number of persons who had come to have their fortunes told. A worker of the mission tells of a tram conductor converted on his tram. Three hundred miles away, in a church where conversions have been practically an unknown quantity for many years, a Sabbath or two ago the church-keeper had to relight the building, that the minister might point a number of anxious souls to Christ. And these are but illustrations of what is being witnessed in very many parts of the city and country alike.

"There is evidence enough on every hand to warrant my saying that I believe we are only just at the beginning of a wide-spread revival that shall sweep throughout the entire State."

## OUR PLAYWRITING MANIA

THE fall of autumn leaves is now rivaled, it appears, by the fall of the leaves of new plays from the tired hands of disgusted dramatic readers. These dramas, red hot from the fire of inspiration, or near-inspiration, reached the appalling number of 13,000 in the year ending June 1, and any one with a good head for figures can see that our Shakespeares were rushing them off at a rate of more than one every hour, days, nights, and Sundays, the year round. This is the natural result, we are told, of recent magazine and newspaper articles telling of the great fortunes accruing to the authors of successful plays. Playwriting threatens to become our most popular industry, not only among professional writers, but even among men and women who have practically never put pen to paper before. George Jean Nathan, writing in the September *Bookman* (New York), puts before us some interesting facts in regard to the veritable tidal wave of unsolicited plays which is flooding into the offices of the metropolitan play brokers and theatrical managers. The headlong rush of un-equipped and inexperienced persons into the field of dramatic writing is like the stampede to a newly discovered gold-field. It has been said—alioho the name of the humorist is not recorded—that if you turn to your neighbor in a New York subway, elevated, or surface car and ask him how he is getting along with his play, nine times out of ten your question will prove pertinent. It is estimated that about 3 per cent. of these plays ultimately win their way to the producing stage. How many of this 3 per cent. repay the cost of production we are not told.

Never before, says Mr. Nathan, has the entire country contracted such a severe attack of the playwriting mania. And he notes that the particular communities that lead in the list of amateur playwrights who have submitted their manuscripts to the New York managers are Washington, D. C., Brooklyn, N. Y., and Los Angeles, Cal. To glean further from Mr. Nathan's interesting stock of information:

"In answer to the question: 'Do the great majority of these persons know anything at all of even the fundamentals of dramatic construction?' the managers and agents who read the manuscripts unanimously agree in the negative. Only in rare instances does a play arrive in the daily mails that carries within it a vestige of the knowledge of the science of drama-making. Almost all the plays, furthermore, are extremely artificial and utterly devoid of the quality known as human interest. It is said that statistics prove that more than one-half of the works of the tyro dramatists are of the romantic trend. 'The Three Musketeers' is believed to have furnished more inspiration to amateur playwrights than any other story."

And again in his article Mr. Nathan writes:

"Many of the manuscripts that are sent to the New York managers are such impossible oddities that few readers would regard a description of them as really accurate. It was the privilege of the writer to look over a collection of 'plays' that have been mailed recently to several of the theatrical offices and, among the number, he came across a dozen that were each about fifteen to twenty pages in length. This included the scenic descriptions and stage directions. Such 'plays,' if enacted, would be of about ten or eleven minutes' duration instead of two and a quarter hours. Three manuscripts called for from ninety to one hundred characters, and from nine to fourteen different scenes. Eight manuscripts were divided into nine acts each and, judging from their thickness, would have run on for days, after the fashion of a Chinese drama. One 'play' was laid in the year 2200 A.D., and called for twelve actors to portray 'the new race of men'—each man to be at least seven feet tall. These characters were also to make all their entrances and exits in air-ships. And one manuscript, entitled 'Love in All the Ages,' called for twelve different acts with a new group of nine differently built actors in each act!"

"There is a pathetic side to this wholesale play-writing as well, however, and with many a manuscript a manager has received a letter telling of privations and grim poverty that have been borne in the endeavor and determination to succeed despite repeated failure. Some of the more hopeful playwrights spend their last penny to bring their manuscripts to New York and are heartbroken over their subsequent inability to sell them. Many women are numbered among the ambitious throng of dramatists, and the managers have no few stories to tell of the feminine tears that have flown over rejected efforts—efforts upon which they had wasted many years of their lives."

## GORKY'S RAP AT RUSSIAN WRITERS

GORKY is discouraged. Russian literature, he declares, is in a bad way, at least so we infer from his confident statement that the present-day Russian writers are "mediocrities and fools." He fails to say just which ones are mediocrities and which are fools, and also fails to make it clear whether his sweeping statement is intended to include himself, or leaves him a solitary exception to the sad state of the Slav literati. His discouragement is confided to us in his latest book, entitled "The Destruction of the Individual," in which he refers to the works of these futile writers as only "little chips of broken souls." He accounts for this literary slump by a novel theory of inspiration, in which he seems to hold that genius is not an individual matter, but springs from "the collective creativeness of the entire people." He believes that Russian literature has fallen from its high estate because its writers have divorced themselves from the heart of the people—"the sole and inexhaustible source of spiritual values." He argues that "the best productions of the great poets of all countries are drawn from the depositories of the collective creativeness of the entire people, where all poetic generalizations, all famous images and types, have been produced long ago." And again, "art is in the power of the individual, but only the collective forces are capable of creativeness." Russian literature at its best, he urges, is rooted in this collective consciousness, and is "our pride, the best that we have created as a nation." Enlarging upon its greatness—we quote from Herman Bernstein's translation in the *New York Times*—he goes on to say of the literature of his country:

"All our philosophy is in it; all the great outbursts of the Slavic spirit are embodied in it; in this wonderful temple, constructed with fabulous rapidity, there are shining to this day minds of great beauty and power, hearts of holy purity—minds and hearts of real artists. And they all say truthfully and honestly, illuminating that which they have understood and experienced: 'The temple of Russian art has been constructed by us with the silent aid of the people, the people has inspired us, love the people!'

"In our temple, more often and more powerfully than in others, the universal note was voiced, and the profound significance of Russian literature, and this has been recognized by the world which is astonished at its beauty and power. . . . The old literature freely reflected the moods, the feelings, the thoughts of all Russian democracy. . . . .

"In Russia every writer was indeed sharply individualistic, but all were united by one firm striving—to understand, to feel, to guess the future of the country, the fate of her people, her rôle on earth.

"As a man, as a personality, the Russian writer stood until now illuminated by the bright light of unrestrained and passionate love for the great work of life, for literature, for the exhausted people of his sad land. He was an honest champion, a great martyr for the sake of truth, a giant in work, and a child in his attitude to other people, with a soul as transparent as a tear, and as bright as a star in the pale skies of Russia.

"All his life, all the powers of his heart, he spent on the warm sermon of universal truth, he aroused other people's attention to his own nation, but did not separate it from the world as Froesen-

separates the Germans, Kipling the English, and as D'Anunzio is beginning to separate the Italians.

"The heart of the Russian writer was the bell of love, and its eloquent and mighty sounds were heard by all the living hearts in the land."

But the leaders and prophets of the people, he asserts, have deserted them for "the dram-shop and the public house." The contemporary writer reflects, not the great passions and thoughts of the people, but the distract, bustling, variable moods of small groups of the bourgeoisie. To continue the indictment—

"The writer is no longer the mirror of the world, but a little chip; the social amalgam is rubbed off from him, and, lying about in the street-dust of the cities, he is unable to reflect in his fragments the great life of the world and he reflects bits of street life, little chips of broken souls. . . .

"Mediocrities and fools—these are the two types of the contemporary writers.

"The period which our country is going through at present demands that the writer should have great knowledge, encyclopedic learning, but the writer apparently does not feel these requirements.

"Our literature—a field plowed up by great minds, a short time ago so fruitful, but a short time ago covered with all sorts of bright flowers—is now overgrowing with weeds of carelessness ignorance, is being covered with scraps of colored paper—these are the covers of French, English, and German books, these are fragments of ideas of Western bourgeoisie, of little ideas whose spirit is foreign to us; it is not even a 'reconciliation of revolution with heaven,' but simply impudence, a thuggish desire to besmirch the memory of the past with mud and old rubbish. A stranger has come, and everything is foreign to him; he is dancing upon the fresh graves, he is walking over pools of blood, and his yellow, sickly face is shamelessly showing his decaying teeth. A sick savage, he feels himself a conqueror, and he is shouting, shouting, intoxicated with joy at the sight of the people who are now listening to his disconnected outcries. An ephemera, he lives by the noise and the glitter of the day, without thinking that the stern tomorrow will condemn him, will mock him bitterly and contemptuously.

J. L. FORAIN,  
Whose black-and-white portrayals of French life are a contribution to contemporary history as well as to contemporary art.

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"What does the contemporary writer say?

"'What is life?' he says. 'All is food for Death, all! The good as well as the evil done by you, will disappear together with you when you die, O man! Everything and everybody are equally insignificant before the face of Death!'

"Listening to these new words, the bourgeois nods his head affirmatively. And boldly overstepping the code of his morals, he fills his days with filth, with vulgarities, he is committing nasty little sins, nasty sins against the body and soul of mankind and—he is happy."

Behind this decay of Russian authorship, according to Gorky, looms the larger fact that Russians are tending toward a sickly form of individualism, involving an abrupt decline of social and ethical demands and accompanied by a general downfall of the militant powers of the intellect."



J. L. FORAIN,

Whose black-and-white portrayals of French life are a contribution to contemporary history as well as to contemporary art.

## A MASTER DELINEATOR OF LIFE

ALTHO America probably has more cartoonists than any other nation under heaven, and altho their work is more successful from a political standpoint than that of other lands, it must be said that the artistic side of their labors has gained very little notice as compared, say, with the work of Du Maurier, Tenniel, and some of the French cartoonists. One of these French masters of the pencil is treated by Dr. Hans W. Singer in *The International Studio*. J. L. Forain, he holds, stands at the head of that school whose pencils aim at quiet and subtle humor rather than boisterous caricature. Whereas the popular school represented by the late "Caran d'Ache" aims only at amusement through the devices of eccentricity and broad farce, the "refined, esoteric wit" of Forain forces him, according to Dr. Singer, into the ranks of the satirists. His artistic method is remarkable for its reticence. As Dr. Singer states it, "he never elaborates either form or tonality; he rests satisfied with suggesting." Behind his art, adds the Doctor, lies "a never-flagging study of human expression." To quote:

"At bottom of all that he creates there lies the desire to make his figures betray their thoughts without speaking. With the acute observation of a dumb man he has entered upon the study of mimicry, gesticulation, facial expression, and that other no less telling kind of expression which depends upon our general bearing, upon the way we hold our limbs and body, while we are trying to convey our thoughts and intentions to our neighbors. With the wonderful means at his disposal he passes on the fruits of his studies to us in the form of marvelous designs that grasp all sorts of human expression with an unerring hand."

Forain's drawings, we are told, seldom tell their story intelligibly without the aid of the accompanying text. Of this relationship between the picture and the letter-press we read:

"Forain himself explained the genesis of his work, upon interrogation, some years ago to an interviewer—one of the few who were fortunate enough to overcome all obstacles and penetrate the privacy of this master (for, like many other great delineators of public life, he presents the anomaly of himself shunning publicity).



Courtesy of "The International Studio," John Lane Company.

WITNESSES BEFORE THE COURT.  
From an etching by J. L. Forain.

Having once formed some general notion, Forain, it would appear, is the true artist in so far as an experience of the eye and not of the governing mind is the primary thing with him. Some situation that he has seen furnishes the impetus to his work. In the course of elaborating the design, and while he is handling his figures and groups—sometimes, indeed, only after he has quite fin-

tile various errors and misunderstandings. To quote in part from this letter, which is published in *The Bang* (New York):

"I have never said that only forty copies of my books had been sold. The complete edition of my Danish writings have been subscribed for by no less than 6,000 people between 1899 and 1902, and naturally there were many, many editions of single books, previously and afterward. . . .

"The sales of my books in English and German have, as you say, decreased. . . . There have been three editions of my complete works in Russian, but I never saw a kopeka. All my books have been translated into Polish, but I never received a penny. My 'Main Tendencies'—six volumes, published in Germany in nine large editions—did not net me a pfennig."

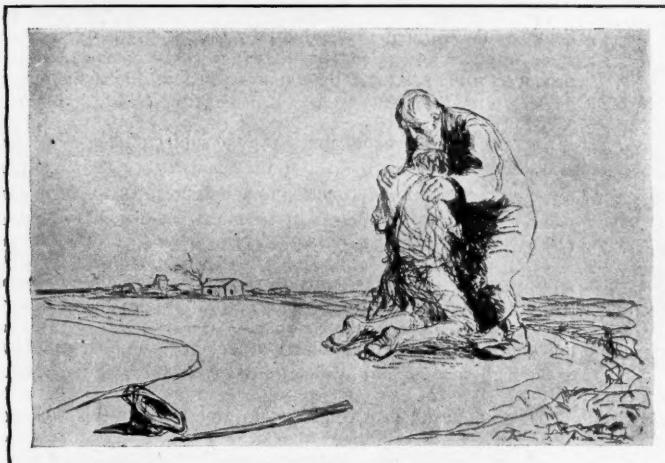
Mr. Brandes also states that 100,000 copies of one of his works were sold in the United States, and that not a cent of the proceeds found its way to his pocket. On inquiry the American publisher of this book explains that it was issued more than twenty years ago, and that the matter was negotiated not with the author but with his English publisher.

In regard to another passage of the interview which we quoted in these pages Mr. Brandes writes:

"Finally, how could I have said that I do not believe in progress? I would be an idiot. Technical progress and scientific progress have wrought more changes in my own lifetime than in all the years that have revolved from the days of Julius Caesar to my own birth. I do not believe in progress in art, but in changing cycles of blossom and decay. We have created nothing greater than the ninth book of the 'Iliad,' or the sistine paintings of Michelangelo."

## EDUCATION FOR USE OR FOR CULTURE?

A MAN whose education has only made him dissatisfied with his walk in life, without giving him the ability to rise higher or gratify his tastes, presents a sad, or sometimes a ridiculous, spectacle. A man who has risen to luxury without the culture to match it is still more ridiculous. Which shall we have, then, education that will aid the student in practical affairs, or in culture? Shall it be shorthand or Sophocles? This question has been engaging the attention of an educational committee of the American



Courtesy of "The International Studio," John Lane Company.

THE RETURN OF THE PRODIGAL.

From an etching by J. L. Forain.

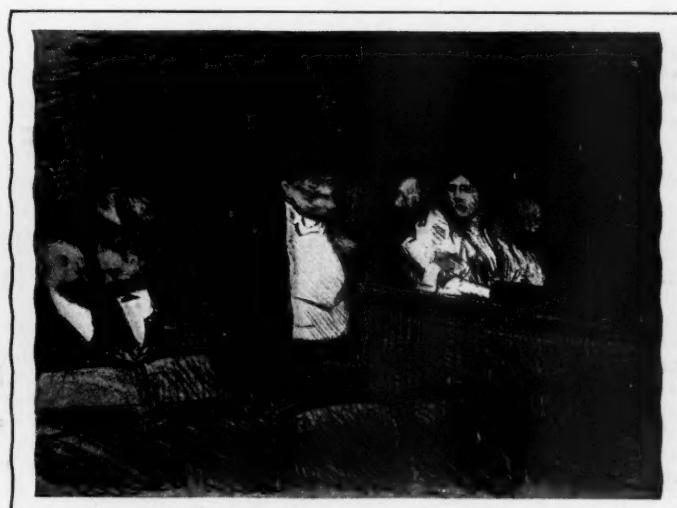
ished with them—does the pass of wit or the caustic remark which they are destined to illustrate occur to him. As he quaintly puts it: 'I question them, and they tell me.'

"His literary note is one of a modern Democritus, a scoffer at the foibles of modern civilization. . . . His satire is all the more pungent because of its restriction to innuendo. He never lashes openly, never speaks out the word itself, but always disposes text and drawing like two converging lines which stop shortly before their point of meeting, but which indicate it with such clearness that no one can fail to hit upon the word or thought that Forain himself refrains from uttering. The same sort of reticence is a distinguishing characteristic of Forain's artistic mood. It is a modern conviction that the very soul of black-and-white art is elimination. . . .

"It requires the keenest artistic feeling to know exactly when you have to stop in the process of reducing the multiplicity of nature to simple forms, in the process of discarding superficial traits and retaining only the essential ones of the figure you depict. For elimination is only half the game; selection makes up the rest. The sureness with which Forain stops just upon the border-line proves his genius. However unrealistic his line may have become, it has never been pushed beyond the point where it remains intensely suggestive onto the decline where it falls into unmeaning and spiritless trifling."

Most people, remarks Dr. Singer, know Forain through the medium of the comic paper. The two etchings and the lithograph which we reproduce here are of special interest since his work in these forms is known only to a comparatively small number of collectors and connoisseurs.

**BRANDES ON HIS FINANCIAL REWARDS**—In a recent issue we quoted from an interview with George Brandes which seemed to throw an amazing light on the inadequacy of the financial remuneration accorded to a critic and literary historian of world-wide fame. Mr. Brandes has since corrected or modified some of the statements there recorded, but the facts that remain unchallenged are surprising enough. In a letter to Mr. George Sylvester Viereck, the author of the interview, Mr. Brandes writes that "there have crept into your ar-



Courtesy of "The International Studio," John Lane Company.

IN THE BOX.

From a lithograph by J. L. Forain.

Federation of Labor, and, quite naturally, they favor a more practical education. They would have the principles of mechanics, for example, taught in the public schools. John Mitchell, chairman of the committee, states in his report that "the committee has gone into the subject exhaustively, and finds that many manufacturers because of the specialization of the different departments of the trades find it very hard to get competent superintendents owing to the difficulty of finding all-around mechanics who have learned everything about any particular trade." The time is therefore ripe, he thinks, to agitate for technical training in public schools. He says in part :

"The high schools, for instance, teach pupils how to prepare for the professions, but as there are more people in mechanical trades than in the professions they should also, we believe, teach the principles of mechanics.

"A man, for instance, may know that a joint at a certain angle is stronger than at any other angle, without knowing the reason why. Another man will know why that joint is stronger. This man will be more valuable than the first man. Ambition to excel would be stimulated if mechanics had a better opportunity of knowing the principles of a trade, as well as learning one branch of a trade in a routine way. In the end this would be better for both employers and employees.

"A number of recommendations on the subject will be made at the coming meeting of the committee in Washington, which will be submitted at the next meeting of the American Federation of Labor for approval, before we ask for legislation on the subject."

Commenting approvingly upon the radical change thus advocated in our public schools, the *New York Times* says :

"So far as it is defined the change sought is the substitution of the teaching of 'the principles of mechanics' for the 'book teaching' that now prevails. Certainly that change would be radical. Rightly directed we believe that it would be radically better. . . . .

"It is not to be expected that the most intelligent labor leaders can have thought out very clearly the object they have in view, much less the precise means by which it is to be attained. But it is significant that certain of the most active and influential among them have come to realize two things—first, that the schools as they are do not serve the best interests of the vast working-class, and, second, that these interests require instruction in the principles of the work done by this vast class. If the leaders of the trade-unions once grasp the full extent of the wrong and injustice done to the wage-earners by the waste of time and money in teaching things of little use to them, in schools which the great body of them can not possibly attend, a change will surely result. The top-heavy system of schooling will be strengthened at the base and probably reduced to more reasonable proportions in its so-called 'upper' courses. We shall see children below, say, thirteen, taught in a way to fit them for the pursuits they must adopt, while the far smaller classes above that age will not absorb the relatively extravagant expenditure now squandered on them, expenditure for which the poorer are heavily taxed and from the advantage of which they are necessarily debarred."

But turning to the difficulties in the way of this proposed reform the same paper adds :

"The mere question of teachers will be a most difficult one, for a very small proportion of our present teachers, or of those our present mode of preparing teachers turns out, would be fitted for the new methods, or could even be made thoroughly to apprehend the new aim. And when potentially competent teachers are secured, it will take a long process of study and experiment to work out the question presented, especially the main question of how much and what kind of instruction in 'the principles of mechanics' will best serve in the training of young minds. But it will be a great gain if the general purpose shall be recognized. To this end we should be glad to see organized cooperation between the leaders of the trade-unions and the educators who are in sympathy with their views."

Pertinent to this discussion are the words of Booker T. Washington uttered at a public dinner last week. He argued that the need of the age was for less of the cultural and more of the practical idea in the curricula of our schools, and he claimed that in this re-

spect the negroes have learned from our mistakes, as shown by the Tuskegee Institute. To quote in part :

"The old idea of education was that it was given for culture's sake. The new idea seeks to combine culture with usefulness. The old idea encouraged learning through the medium of books. The new idea seeks to give knowledge by studying the things themselves. This is the idea that we employ at Tuskegee.

"Great danger lurks in book education. It increases the student's wants without giving him any means of satisfying these same wants. Education should seek to make a man a greater producer, when educated, than he was when uneducated. Nowadays he is too frequently a larger consumer than he is a producer."

Another important contribution to the subject, along more general lines, comes from the pen of President Arthur Twining Hadley, of Yale, who calls attention to and deprecates a tendency to make our universities places of technical training, like those of Germany. As quoted in *The Times* he says :

"There is a vigorous movement, whose strength those of us who live in the East do not always realize, to approximate our American system of higher education to the German type—to make our universities almost entirely places of technical training, and leave to the high schools and academies the work of caring for general culture.

"Several causes have combined to give force to this demand. To begin with, it is in line with a general movement which is going on throughout the country as a whole, in other lines besides education. For at least fifty years we have been developing our skill as producers much more than our intelligence as consumers. We have been increasing our industrial output without correspondingly improving our civilization. We earn our money by processes vastly more complex and intelligent than we formerly did. I wish I could feel sure that the wisdom with which we spend our money had increased correspondingly. Intelligent consumption is a neglected art. The individual buys, not what he wants, but what he sees most prominently advertised. We see the same course of events in educational matters. The learned professions have become more learned; the public has made no corresponding progress in appreciating their results. . . . .

"But, wholly apart from this general tendency of the age, there has been another reason which has made our technical schools grow faster in public estimation than our schools of general culture. The men who have had charge of technical education have known what they wanted; they have had a consistent and settled policy. The men who have been charged with the duty of promoting general culture have not adequately defined their aim; nor have they pursued it by consistent and practical means. One group of educators has identified culture with classical learning; another with encyclopedic knowledge of non-professional subjects; a third with the possession of good manners and the ability to write good English. None of these definitions really indicates what culture should mean to a nation like ours."

While President Hadley does not offer a concise definition of culture, he indicates that it is chiefly a truer sense of values which differentiates the cultured from the uncultured man. Without the form of culture here implied "the people will pursue small things instead of large ones—will be dazzled by immediate success or daunted by immediate difficulties, until they lose their way wholly." We read further :

"In the great majority of circles of society theoretical or book learning is undervalued. The man who looks only at the obvious things that are obtruded upon him cares for practise and despises theory. But there are other circles—I have in mind especially college and university circles—where theory is overvalued instead of being undervalued. Here it is often the claims of practical experience which are not so obvious. Therefore, while in the outside world the man or woman of culture will usually be the one who most values books and the things that can be learned from them, in college circles the man or woman of culture will be the one who most values the things which are not put in books and never can be learned from them. There is, I repeat, no one external mark of culture, no one outward and visible sign of the inward and spiritual grace. It manifests itself differently, according to the different needs and wants of different communities."

## THE DISASTERS AT INDIANAPOLIS

Correspondents who were on the scene during the fatalities on the Indianapolis Speedway the third week in August, assert that the real cause of the disasters was the premature opening of the course. While in one sense the speedway had been completed, it had not been completed in the way which "meant safety to those who participated in the contest and safety to those who watched the racing." So writes a correspondent in *The Automobile*, who explains that the management had really entered into a double contract, one with those who had made entries for the race, the other with the public. It was only through "almost superhuman exertions" that the management were able to fulfil their obligations and start the races. Many drivers knew that the course had not received anything like finishing touches, but yet in the main even they were anxious to start.

In the matter of the accident which caused the death of Bourque and Holcomb, it appears that a ditch and a stretch of ground strewn with tile contributed to other conditions in bringing about the disaster. As the race proceeded the surface of the track was observed to disintegrate. Having been built rapidly, the surface had not become reasonably permanent. Other writers contend that the distance laid out for the race was too great for a single driver, unless he was a man "possessing extraordinary powers of endurance." It is believed that Bourque had become physically exhausted at the time of the accident. Since the disaster, Carl J. Fisher, president of the Speedway Association, has been quoted as saying:

We feel there should be no more long events, longer than 100 miles, without new rules. In the first place we feel that drivers should be changed each 100 miles, as well as the tires, and we believe that drivers should be subjected to a physical examination. Loss of life must be prevented at all cost.

This view is not held by all persons, however. One of the survivors of the second fatality, a driver named Merz, does not believe that races should be limited to 100 miles. He is quoted as follows:

Drivers can go 300 miles all right, but the track should be in good condition. I had a bad experience, but I shall drive again. At the short stretches at either end of the track too much oil had been applied and the track was slippery near the pole. During the early part of the race I kept well in, but one lap I skidded dangerously, and after that I tried it near the outer edge. It was not so slippery there, but rather rough, and severe jolting, I think, caused my tire to explode. Then it was all up with me. Even the long stretches were far too rough; all the drivers complained of it. It was really a road race.

Steps have already been taken—indeed the work itself is now under way—to complete and improve the Indianapolis course. Already \$500,000 has been expended on the track. The additional outlay now to be made is estimated at \$150,000. An official statement of the new work contains the following:

"Of this amount \$100,000 will go to making the track a perfect one, as a new surface will have to be laid and this will be done in a thorough manner before cars will again be allowed to circle the track."

"Two new stands are to be built in both the west and east sections of the grounds,

believed that the grounds will be able to seat 40,000 people. The distance from Atlanta to the track is about eight miles.

The management of this speedway believe the first races can be run on November 9 of this year. The main event will be a \$5,000 trophy to be given to the winning driver. Artists are now at work on designs for the trophy. The plan is to have the city of Atlanta provide the funds for it. Should that city fail to make up the entire amount, the Automobile Association of Atlanta is prepared to take care of the deficit.

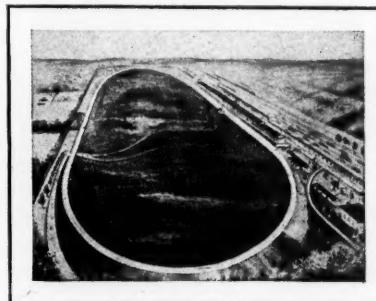
## A CAR AT THE MER DE GLACE

Early in August Douglas Fawcett, an English hill-climbing expert, made an ascent in the Alps to the Mer de Glace. The road taken is merely a mule path with innumerable turns and has gradients which at times touch 30 and even 35 per cent. Mr. Fawcett, with a French car, left the village of Praz in the valley of Chamounix, and climbed to a point 6,260 feet above the level of the sea. A writer in *The Autocar* says that in certain places he found it necessary to have the car blocked with planks behind the rear wheels and to run backward in making fresh starts.

In the past, generations of mules have ascended this path, their sure-footedness enabling thousands of tourists to see the Mer de Glace who otherwise would have been compelled to view it from distant points. So soon as Mr. Fawcett's arrival had been made known in the valley by telephone, a crowd of people on foot, on mules, and by mountain-railway ascended to congratulate him on his successful climb. The car used was not a powerful many-cylinder car, but a small single-cylinder one of the voiturette class, having only nine horse-power.

## PRESIDENT TAFT'S SPEED

Statements have somewhere been made that President Taft, since he became a motorist, has become fond of excessive speed. These, however, are denied in good quarters, notably by a writer in *Motor Age*, who dates his letter from Beverly. He says it is not true that the President goes a mile a minute over the fine highways of Massachusetts." His cars are capable of making that speed, but the President respects the laws and in Massachusetts the speed limit is twenty miles an hour. President Taft's rides around the North shore are not very numerous, in any case. He gives the most of his leisure time to playing golf. When he goes out in his car, "he just sails along about twenty miles an hour and other motorists pass him by the score." His orders to drivers are to keep within the speed limit and these orders are obeyed. On one occasion an exception to this rule has been made by the President. One morning when he desired to get an early train from Boston, his car "whizzed all the way, making the run to Boston in a few minutes over an hour." Sometimes the car was going at the rate of forty-five miles an hour, "but the roads were smooth and free of traffic."



PLAN OF THE SPEEDWAY AT ATLANTA.

close to the stands that now are capacitated to hold more than twenty-five thousand people. With the additional space the course will allow fifty thousand spectators to be seated comfortably in the four stands that will afford beautiful views to all sections of the course.

"Additional fences will be placed along the course fifty feet back of the edge of the track, and between this and the spectators there will be a strip of sand that will impede the progress of the car should it flash through the hub rail that will be placed along the edge."

"An underground tunnel is to be built at considerable expense to eliminate crossing the track on any occasion, and even the suspension bridge still remains, all automobiles will have to cross the course by the underground route. This will allow the auto-owners to get into the center of the grounds with their cars at any time that they desire."

## THE NEW SPEEDWAY AT ATLANTA

Work on the new speedway at Atlanta is being carried forward rapidly. A cut showing the ground plan is printed elsewhere. This course is two miles long, the estimated cost of the track being \$300,000. The home stretch has been made 100 feet



ON THE WAY TO THE MER DE GLACE IN THE ALPS.

wide, the back stretch and curves 60 feet wide. The curves are banked 10 feet and have a radius of 880 feet. The surface has been made of clay, sand, and gravel, asphalt being used as a binding. It is

[September 11,

### AMERICAN CARS AND THE FUTURE OF EUROPEAN INDUSTRIES

The opinion has sometimes been expressed in this country that the automobile industry of Europe has about reached its highest point. This view, however, is not taken by John J. Willys, who returned in August from a visit to Europe, during which he made a round of foreign factories. He is said to have studied both the wholesale and retail business in England, France, Italy, Belgium, and Switzerland. He is quoted as saying that next year "will unquestionably be the greatest year in the history of the European automobile industry," and further:

"The automobile industry in Europe held many surprises for me, for I had the opinion that it was declining, but I believe that the opposite is the real situation. The entire effort of the factories, however, is being directed only along the lines of taxicabs, commercial vehicles, and high-priced pleasure machines. The development of the low-or medium-priced automobiles has been almost neglected. Paris, London, and other large centers are fairly alive with taxicabs. In New York, Boston, Chicago, and other American cities we think that a great quantity of these machines are in use, but the numbers being employed cannot compare with those in the English capital and on the Continent. Roughly counting, I do not believe it exaggeration to state that there are at least 5,000 automobile cabs in Paris and 2,000 in London.

"The same applies to the business in commercial vehicles, in which there has been great progress. The last five years have made wonderful changes in traffic conditions abroad, and it is hardly conceivable that in such a short time so much of the horse-drawn movement could have been supplanted by the motor-driven machines. There are hundreds of auto-busses in London and Paris, and scores in all large cities, some double-decked, but usually with a single deck, to facilitate handling. I was greatly impressed by the prevalence of limousines, landaulets, and other types of high-priced European cars, as compared to the general use of these machines in this country, including those of domestic make, of course. The surprise was induced, probably, by the absence of the low-priced or medium-priced class, for but few of this kind are made, due principally to the fact that the manufacturers have confined themselves to the powerful and expensive output.

As to the market for American cars abroad, he has something even more interesting to say:

"In my opinion there is an excellent field abroad for medium-priced American

moderate-size cars in this country has influenced the designers on the other side to give attention to this type; but, as yet, their small cars can not compare with ours. They concede the American superiority, and I believe that it will take them some time to be able to construct machines that will equal our own. They do not have the up-to-date machinery to give large output, unless they have gotten it from America. It was noticeable to me that the manufacturers with whom I spoke do not consider the American small cars sneeringly, as they once did. Rather they gaze upon our industry with respect, and perhaps with fear."

In line with this opinion may be placed some statements from a Brussels letter to *Motor Age*. The writer says "something like a sensation" has been created by news of the absorption of the Cadillac Company by the General Motors Co. One opinion drawn from this news is that there has been "an overproduction of cars in America," and that recent mergers and reorganizations have been made with a view to disposing of the left-over stock in Europe. English dealers are represented to be especially uneasy over the situation. An article printed in the London *Daily Telegraph* is quoted as follows:

"Very few people in this country realize how big the motor-car business is in America and how small it is in comparison in the British Isles. One is obliged to make that statement in order that the true situation of affairs can be rightly understood. The General Motors Co. has been in existence only for a short time, and has acquired a number of American motor-manufacturing concerns. It probably will continue to acquire still more. At present it owns the Cadillac Company, which has an output of 10,000 cars per annum, the Buick Company, also with an output of 17,000 cars per annum; the Oldsmobile Company, which makes a car de luxe and has a small output, say 1,000 cars; the Rainier, a car probably unknown to motorists in England, but of which nearly 300 per annum are sold in America; the Oakland, whose factory places 600 cars on the market each year; the Reliance Company, with another 300-car output, and two or three lesser-known motor companies, whose output probably amounts to 700 cars, more or less, each year.

"Roughly speaking, the present total output of this combination of firms in the

(Continued on page 396)



MEMORIAL BUST OF THÉRY, THE FRENCH RACING CHAUFFEUR, THE SCULPTOR, ROBERT, STANDING ALONGSIDE.

machines of good quality, and it is the intention of our concerns to enter that business as soon as we are able to care for the American demand for Overlands and Marions. Just when this will be is indef-



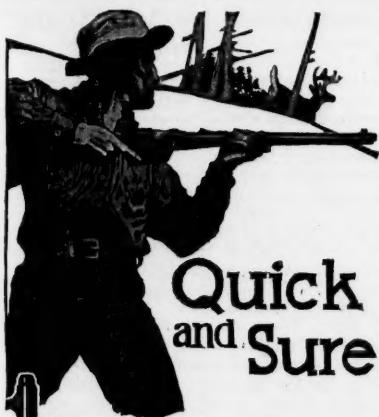
A ROAD LEADING OUT OF WATERVILLE,  
IRELAND.

nite. The European automobile public is gradually coming to believe in the American production, and is about ready to purchase imported goods, providing that the models are successful, and not the over-production. The business should be started conservatively, however, so as not to antagonize the foreigners with reports of a so-called 'invasion.' The success of the



Courtesy of "Motor."

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These clothes are designed by the ablest men in this line, at a cost of \$30,000 per year. They are made by custom tailors without regard to time.

The making cost us twice what the cloth costs, and four times what some makers spend. That is why Adler-Rochester clothes have achieved such a great reputation.

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But we limit our profit to six per cent. Our average last year was 97 cents per suit.

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Please see our latest creations—the topmost styles for this winter. Ask us to send our book No. 8. Address

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who bought a goose to ride on." Don't take  
ordinary soaps  
for house—  
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=Try a cake of it, and be convinced.=



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Ask your dealer—or we

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**PIONEER SUSPENDER COMPANY,**  
718 Market Street, Philadelphia.

## MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 394)

General Motors Co. is 33,000 cars per annum. As far as one can safely estimate, Great Britain's total number of motor cars manufactured does not amount to more than 10,000 per annum. America, on the other hand, is making nearly 200,000 cars each year, and they have to be disposed of. This is the point where the British maker is affected—how the American disposes of his stock. At the last Olympia show the 20-30-horse-power Cadillac was priced nearly \$1,000 less than any British-made car of equal horse-power, and a great number have been sold during this season, so the British public will have a practical test of their worth. Buick cars also are known here, but the majority of cars made in the United States never have been seen or heard of in this country. This is the present position of affairs, but what will the future bring?

"At present no one actually knows what will be the result of this American combine, but it may be safely assumed that their effort will be to keep prices up in their own country and dump their surplus production in England. Harvey du Cros, who may be looked upon as the father of the motor industry in this country, raised the same question some 12 months or so ago, when he was offered the surplus, at a death-rate price to the British maker. This he patriotically refused to entertain, but the General Motors Co. will deal direct with the public itself, so if it decides to export its productions and sell at a low rate there is nothing to prevent it doing its best to dispose of the goods wherever it can.

"For the moment trade is particularly good, and the British maker can look back on the season of 1909 with contentment. There are, of course, some exceptions, but they are few, and even for them next year's prospects are favorable. There is no need of panic or hysterics, but it behoves the motor trade of this country to take due notice of what is happening, and while there is yet time so firmly establish their good-will that reduced prices will not tempt their customers to leave them."

Other papers in England take similar ground, giving what the correspondent calls "a gentle knock against the American cars." Some of them recall the bicycle era when a surplus of "unsalable bicycles was sent by the shipload to Europe" and sold at any prices that could be obtained. French papers also anticipate an invasion of cheap American cars and the correspondent predicts that it will not be long before a real campaign has set in. He advises American manufacturers to enter their cars for some of the big annual events in England and on the Continent:

"There are so many tours, hill-climbs, and speed-trials promoted during the summer that there seems to be no doubt that in some of them American cars would show up well to the front. Progressive United States concerns would make a hit by promoting themselves tests of endurance as they have been doing in the States. Running a car 100 miles a day for 100 days, or only 50, would be something never before attempted on the Continent. A demonstration-tour taking in about all the capitals of Europe, or only of central Europe, would give a concern much free advertising. The thing is to become known. Opel cars hardly were known in this country three months ago. To-day there

**IF YOUR DINNER DISTRESSES**  
half a teaspoon of Horsford's Acid Phosphate in half a glass of water brings quick relief—makes digestion natural and easy.

is not another car that is as much talked about. And it is not the winning and general showing of the Opels in the Prince, Henry tour which has made them known so well in this Belgian land, it is the fact that they came to Ostend, took part in the speed-trials and the regularity-run, and made the best showing of the meeting excepting one Fiat and the Mercedes racing-cars. And now Opel cars are being sold altho there is no agency established yet."

#### EXTORTIONS IN GARAGES

Lawrence La Rue (which may, or may not, be a pen-name) contributes to *Motor Print* what are called "The Confessions of a Garage Helper," in which he discloses a tale of extortion interesting to read, tho not one which will surprise patrons of garages—at least those who were patrons a few years ago. Mr. La Rue was employed in a large garage at five dollars a week, and he says he learned many things besides how to make repairs on cars—in the first place, "why it is that an expensive and high-grade car, guaranteed in every respect against defective workmanship, should cost from 10 to 50 per cent. of its value each year for upkeep and repairs." Another thing he learned was "to do slow, careful work on time jobs and to slap the parts together 'any old way' on contract work." He soon came to look upon the owner of a car as "legitimate prey," who, because he could afford to own a car, "was perfectly ready and willing to have every cent squeezed out of him."

Mr. La Rue is inclined to think the same state of affairs does not exist now. He writes specifically of conditions as they were three or four years ago, when "high-grade cars were beginning to be pretty well established in this country, and when every garage, livery stable, and storehouse was full to overflowing with the cars of the men who had just bought them and

#### OUR NATIONAL DISEASE Caused by Coffee.

Physicians know that drugs will not correct the evils caused by coffee, and that the only remedy is to stop drinking it.

An Arkansas doctor says:

"I have been a coffee drinker for 50 years and have often thought that I could not do without it, but after many years of suffering with our national malady, dyspepsia, I attributed it to the drinking of coffee, and after some thought determined to use Postum for my morning drink.

"I had the Postum made carefully according to directions on the pkg. and found it just suited my taste.

"At first I used it only for breakfast, but I found myself getting so much better, that I had it at all meals, and I am pleased to say that it has entirely relieved me of indigestion. I gained 19 pounds in four months and my general health is greatly improved.

"I must tell you of a young lady in Illinois. She had been in ill health for many years, the vital forces low, with but little pain. I wrote her of the good that Postum did me, and advised her to try it.

"At the end of the year, she wrote me that Postum had entirely cured her, and that she had gained 40 pounds in weight and felt like herself again."

Read "The Road to Wellville," in pkgs.  
"There's a Reason."

**Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.**



## Cut Glass—most cherished of all the household gods

¶ Whenever gentleness and culture enter the home—cut glass enters also.

¶ And as gentleness seldom departs when it has found an abode—so, cut glass, in that abode, remains the most cherished of all the household gods.

¶ Its mission is unique.

¶ It satisfies the hunger for beauty; and it fulfills a hundred homely purposes.

¶ It is exquisitely delicate—and still solidly and substantially practical.

¶ Its presence on the breakfast table lightens and brightens the first meal of the day.

¶ At luncheon and at dinner each piece renders more appetizing that which it contains.

**Libbey**  
*THE WORLD'S BEST*

¶ It is the gift universal and par excellence.

¶ Released from its tissue wrappings it sparkles out a greeting to the recipient which never fails to win a little cry of delight.

¶ For the birthday, the wedding, the anniversary, for Christmas, the feast of feasts—what could diffuse so gracious and so joyful a spirit as Libbey Cut Glass?

¶ For, of course, when you think of cut glass you impulsively and instinctively say: "Libbey's."

¶ Because Libbey Cut Glass literally is "the world's best."

¶ Doubtless there is a Libbey dealer in your town.

**The Libbey Glass Company**  
Toledo, Ohio

**Sticks Everything but is not Sticky**

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TRADE MARK REGISTERED



Don't throw that broken article away or put it on the top shelf, just because a piece is missing. Whether it is china, porcelain, glass, earthenware or tiling, etc., the missing part can be successfully and permanently replaced by a duplicate made of CÆMENTIUM,

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Price 25 cents at hardware stores, druggists, stationers, grocers, department stores, etc. If your dealer hasn't it, we will mail a tin upon receipt of price.

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[September 11,

## Inexhaustible Hot Water Everywhere



**H**OT water is not even a convenience unless you can get it *everywhere* in the house *any time* you want it.

When you do, it's a *luxury*—a luxury formerly belonging to the homes of wealth, but now possible in almost *any* home through the Ruud Automatic Gas Water Heater.

The Ruud simplifies water heating and hot water getting to *simply a turn of the faucet*. You positively do nothing else—not think of anything else.

When a faucet is opened—whether it be in laundry, kitchen, bathroom or pantry—the

### RUUD Automatic Gas Water Heater

lights its own burner, receives its water from the main pipes, heats it *instantly* and sends it *scalding hot* to the open faucet.

The moment the faucet is closed the heater extinguishes its own flame.

Here is *economy*—you don't spend a cent for heating water that isn't used.

Here is *punctuality*—you never have to wait, day or night.

Here is *reliability*—the response of the Ruud is unfailing; there is never an interruption in the steady stream of hot water, there is no scarcity, no matter how much you draw. More than all this,

#### *The Ruud Has Placed Water Heating on a Sanitary Basis.*

The old-fashioned kitchen range tank is *not* sanitary—not even *clean*. It is an ideal breeding place for germs, which are always present because the tank *never empties*.

The Ruud furnishes *fresh* hot water—water that may be used for cooking as freely as bathing. Ruud water never stands—it is heated as it flows—the *only* healthful, hygienic, sanitary way.

The Ruud stands in the cellar—no noise, nor odor; you don't know it's there except through the hot water luxury it gives the household.

*Ask your architect about the Ruud—or see it  
on demonstration at leading gas companies.  
Interesting descriptive literature on request.*

**RUUD MANUFACTURING CO., Dept. K, Pittsburgh, Pa.**  
Branch Offices and Salesrooms in all principal cities.  
London : British Ruud Mfg. Co.  
Hamburg : Ruud Heisswasser Apparatebau.

## ANTIQUES

I have a very large stock of Old China, Old Mahogany Furniture, Brasses, Coppers, Pewter, Antique Jewelry, etc. My twenty-page Catalogue, quotes descriptions and prices. Sent to anyone interested in Antiques. ADA M. ROBERTS

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**California  
Privet—the  
Distinctive  
Natural  
FENCE**

Thoroughly useful and practical, too—keeps out intruders, conceals unsightly objects, dignifies the home grounds. No other form of fence is so effective, nor lasting like the California.

I am a specialist on California Privet—grow it by the hundreds of thousands. Let me send you literature showing how and why it pays to have live fences, and making prices in California Privet that will amaze you.

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## Shur-On Eyeglasses

**Give Relief from Headaches**  
by removing the cause—spectacles.  
Shur-On Eyeglasses—Remember the  
Name—have highest optical efficiency of  
lenses. Prices \$3 and \$5 at the better  
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**"Styles and Innovations in  
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This booklet tells how inferior eyeglasses  
are a positive injury to the eyes, and  
**Shur-On Eyeglasses** owing to  
the application of scientific principles,  
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## CALOX

**It's the Oxygen**  
in Calox that renders it so efficient  
as a cleanser of the mouth and teeth.  
Just try it. Of All Druggists, 25 cents.

Sample and booklet free on request  
McKESSON & ROBBINS, New York

had no place of their own in which to keep them." The great demand for repairs had then exhausted the supply of capable workmen, so that, in many garages, were found mechanics in charge of delicate and substantial repairs who "did not know the difference between the carburetor and the differential." Among other things he says further:

"The repair department of this particular establishment was run in connection with the garage in which some 200 cars were stored. The garage charge of from \$30 to \$50 a month for storage formed a splendid nucleus around which to build up substantial repair and "extras," bills which rendered the ownership of a car a rather expensive proposition. If, in addition to this, the car-owner employed a chauffeur who could find breaks and defects where none existed, and was allowed to purchase the extra tires and supplies himself from the tire and accessory store operated in connection with the garage, his 'rake-off' must be included in the monthly maintenance cost, and the high-priced automobile became, in very fact, the rich man's white elephant—or 'red devil'—as was more appropriate in many instances.

"Some cars, which spent most of their time in the repair shop, came to be known as a valuable asset to the establishment, and work could always be charged up to them when work was slack in other directions.

"The car belonging to the man who was too busy or indifferent ever to inspect his repair bills closely, was always the object toward which the energies of the men who were not otherwise employed were directed, and the careful attention which the luckless machine received under these conditions was thorough as well as expensive.

"Suppose, for example, an expensive car was sent up from the garage below to have the front wheels turned in at the proper angle from the vertical and to have the muffler painted. 'Short and inexpensive jobs,' you will say. True, if the car belongs to a man who is known to keep accurate track of his repair bills and to 'kick' at any real or apparent overcharges; but not otherwise. A few minutes after its appearance on the scene it would present the counterpart of a busy beehive with from five to a dozen men all engaged in making the necessary (?) repairs. Two would probably be manipulating the jacks which were to relieve the weight on the front axle so that it could be removed; two others would be giving instructions as to the best manner in which to do this; two more would be loosening the nuts on the front wheels, while another two would be removing the clips holding the front axle to its springs. The resemblance to the beehive would probably be increased by the addition of two or three men who were examining the interior of the limousine or tonneau, opening the doors and windows, and crawling in and out to create a semblance of work. My position was generally that of 'worm' underneath the car. This was allotted to me because my *status quo* in the garage about corresponded to that of 'printer's devil' in a newspaper office.

"At the end of probably half or three-quarters of an hour the front axle will have

**FLEISCHMANN'S  
COMPRESSED YEAST  
HAS NO EQUAL**

been removed and taken into the blacksmith shop to be heated and bent to the proper angle at each end. This will require the additional services of the blacksmith and his helper, who can easily spend another hour on the job. Meanwhile, the time of the other men who have not yet 'rung off' will be mounting up, and when the axle is ready to be replaced, enough work will have been charged to cover a thorough overhauling of the motor.

"Our foreman was very discriminating and knew practically the owner of every car kept in the garage, and just about what he would 'stand for.'

"Competition and the increased wisdom of the automobile-owning public has done a great deal toward weeding out this grafting business. Nowadays the average automobile-owner has a pretty good idea of what a certain repair or replacement ought to cost, and generally takes pains to make certain that the final bill is not greatly in excess of that amount."

#### SANITY IN MOTORING

General publicity has been given in many quarters to some recent remarks by Charles Clifton on sanity in motoring. Mr. Clifton is president of the Association of Licensed Manufacturers. He says owners, as a rule, agree that the chief item of cost to purchasers of a car is tires. It is often the habit of owners to accuse the

#### SENSE ABOUT FOOD Facts About Food Worth Knowing.

It is a serious question sometimes to know just what to eat when a person's stomach is out of order and most foods cause trouble.

Grape-Nuts food can be taken at any time with the certainty that it will digest. Actual experience of people is valuable to anyone interested in foods.

A Terre Haute woman writes: "I had suffered with indigestion for about four years, ever since an attack of typhoid fever, and at times could eat nothing but the very lightest food, and then suffer such agony with my stomach I would wish I never had to eat anything.

"I was urged to try Grape-Nuts and since using it I do not have to starve myself any more, but I can eat it at any time and feel nourished and satisfied, dyspepsia is a thing of the past, and I am now strong and well.

"My husband also had an experience with Grape-Nuts. He was very weak and sickly in the spring. Could not attend to his work. He was put under the doctor's care, but medicine did not seem to do him any good until he began to leave off ordinary food and use Grape-Nuts. It was positively surprising to see the change in him. He grew better right off, and naturally he has none but words of praise for Grape-Nuts.

"Our boy thinks he cannot eat a meal without Grape-Nuts, and he learns so fast at school that his teacher and other scholars comment on it. I am satisfied that it is because of the great nourishing elements in Grape-Nuts." "There's a Reason."

It contains the phosphate of potash from wheat and barley which combined with albumen to make the gray matter to daily refill the brain and nerve centres.

It is a pity that people do not know what to feed their children. There are many mothers who give their youngsters almost any kind of food, and when they become sick begin to pour the medicine down them. The real way is to stick to proper food and be healthy and get along without medicine and expense.

**Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.**



## For summer comfort. For tender feet A Shawknit novelty—a sock so made that no dye comes in contact with the foot

AT THIS season of the year, when foot troubles are prevalent, this sock, having a pure white inside (no dye next the skin) being seamless and delightfully soft, will be found a true foot comfort for tender feet.

The effect of this sock, while on the foot, is neat and stylish, the pattern being a black and white Oxford mixture.

We specify these socks as style 5P1, which is a light weight cotton, and Style 35P1, extra light weight cotton.

#### Ask your dealer for Shawknit socks

If you cannot procure them in this manner we will fill a trial order from you upon receipt of price—\$1.50 for 6 pairs neatly packed in box—and will deliver, at our own expense, anywhere in the United States.

Made in sizes 9 to 11½ inclusive. When ordering direct kindly mention size desired.

Our catalog, illustrated in colors, gives styles, descriptions and prices of our famous Shawknit line.

Shawknit socks have been standard for over 32 years. Are guaranteed fast color. Will positively wear as long as any other socks made, and, because they are shaped in the knitting, they do not bind, nor draw, over the instep.



**SHAW STOCKING CO., 4 Smith St., Lowell, Mass.**

They fit so well  
you forget  
they're there  
  
Be sure you  
get this box

**PARIS GARTERS** NO METAL CAN TOUCH YOU

TRADE MARK REGISTRED

Tailored to fit the leg

25<sup>nd</sup>  
50¢

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**A. STEIN & CO., 161 Center Ave., Chicago, Ill.**

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One of the specialties that have added to Kenyon's reputation by their remarkable quality values, skilled workmanship, and stylish, convenient appointments.

Not skimped in the cutting, they hold their shape, and do not bag at the knees.

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#### Grove's Music Simplifier

is the only method of teaching piano and organ music, by mail, that has received the endorsement of Josef Hofmann, the eminent pianist, last year.

Simple, practical, easily mastered even by children, it enables one to play the music first and learn the notes later. **SEND FOR THE BOOKLET** that describes this delightful 12 weeks' course in Harmony and Thorough Bass and a special low price proposition.

**GROVE'S MUSIC SIMPLIFIER CO. Scranton, Pa.**

**OUTPUT 100,000,000 A YEAR**  
Requiring 4,000 square feet of factory space to meet the increasing demand for The Niagara Clip. Send 15 cts. for sample box of 100 to Niagara Clip Co., 156 Waverly Place, N.Y. City.  
**The Niagara Leads Them All**

**WATERPROOFED LINEN**

**LITHOLIN**  
COLLARS & CUFFS

**Every-day Collar Comfort**  
Same Dull Finish You've Always Worn—Only WATERPROOFED

**ONE** of the many reasons why Litholin Waterproof Linen Collars and Cuffs increase in popularity is that, no matter what the weather may be, or the conditions, they hold their shape, do not wilt or fray, and, if soiled, can be wiped white as new with a damp cloth, in a minute. That cuts out the expense of the laundering—a weekly item which counts heavily in the long run—and all the wear and tear. So, you get style, and save, and have real satisfaction. There are imitations. Genuine Litholin Goods are **ALWAYS** sold in **RED** boxes—look for the trade-mark.

**COLLARS 25c.**  
*If not at your dealer's, send, giving style, size, number wanted, with remittance, and we will mail, postpaid. Booklet of styles free on request. Keep this Ad. for future reference.*

**CUFFS 50c.**

**THE FIBERLOID COMPANY**  
DEPT. 18, 7 WAVERLY PLACE NEW YORK

makers of tires of responsibility for these heavy charges. Mr. Clifton, however, sets forth that owners in large measure can control the charges, provided they resort to safer and saner methods in driving. He believes also they would derive greater pleasure from their cars by doing so.

He names three prime factors as responsible for the short life of tires—"first, excess speed, especially during the warm months; second, changes of direction at a high rate of speed; and third, excessive and unnecessary use of mechanical brakes." With punctures excepted, he believes, and his own experience has taught him this, that "the life of tires is enormously prolonged by avoiding the above three cardinal enemies of the pneumatic tire." Mr. Clifton says the observance of these cardinal principles will not only save owners money, but will diminish to a minimum the liability of accidents and the high cost incident to damages to property and persons. A further gain will be a reduction in the wear and tear on the owner's mind and spirit. He adds:

"Sanity in the use of the motor-car is an incalculable money value which no owner should ignore; and the reverse of the proposition is an unnecessary extravagance, which if indulged in should not carry with it an invective against the tire-manufacturer or the manufacturer of the motor-car. In other words, the responsibility for high costs in running-expenses is absolutely in the hands of the owner, or perhaps more directly in the hands of the driver. Excessive speed under all conditions is made at high cost which can be reduced only by the adoption of sane methods."

Mr. Clifton goes a step farther in his plea for sanity by writing of the proper use of highways. He refers not only to excessive speed, but to "the relation which should exist between those who ride in cars and those who use highways in other and older ways." He says:

"The antagonism of the farmer against the automobile is mainly the result of a series of circumstances which to 'the other fellow' seems like a succession of outrages. It is well for the driver of a motor-car to realize that the other fellow used the highway, more or less unmolested, ever since there were highways. That while he may feel he has preemption, that preemption goes no farther than the joint use. For the driver of a motor-car to assume to use more than his share of the road to make of his vehicle a menace, or at the very least a nuisance to other users, is a very natural cause for antagonism. The users and drivers of motor-cars can, by sane driving, do the larger part in accomplishing a reversal of this sentiment, and in any event

# Pears'

A soft, white skin gives charm to the plainest features.

Pears' Soap has a message of beauty for every woman who values a clear complexion.

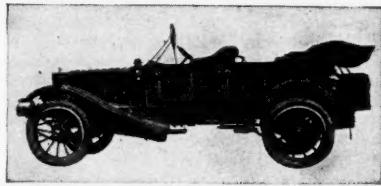
Sold wherever stores are found.

only fair play will eliminate the present friction."

#### POPULARITY OF THE MOTOR BUSINESS-WAGON

Motor-car periodicals are showing much interest in the growing use of motor-vehicles for traction purposes in business. So large an increase has occurred that it is believed that thousands of other merchants and manufacturers in all parts of the country have now been brought into "a receptive attitude mentally toward the motor business-wagon." They seek information about it with a view to adopting it themselves. Their chief concern is that of cost. A writer in *Motor* asserts that, if it can be shown that the motor-wagon "does the work day in and day out at an actual saving in cost for doing the same work by any other method, whether by horses, express, bicycle, or by boys on foot," a much wider use of the motor-wagon would prevail.

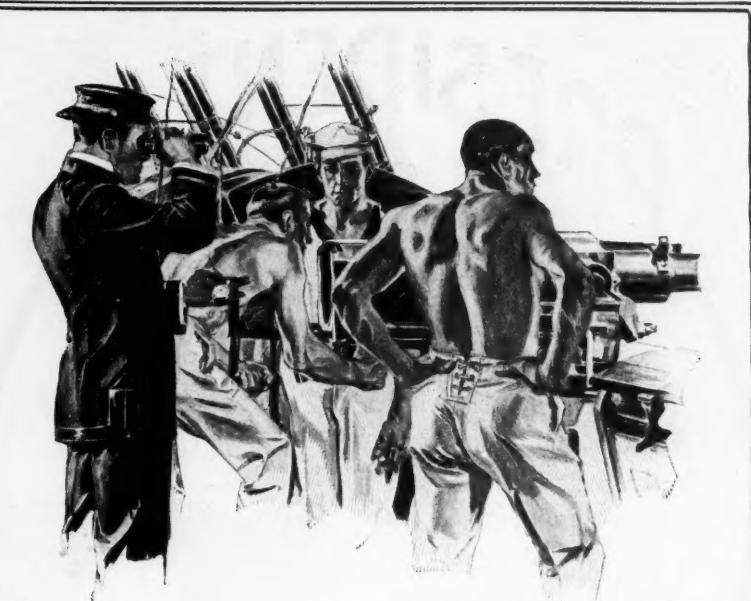
At present there are throughout the country hundreds of establishments using electric and gasoline truck and delivery wagons that have been in use from one year to six or eight years. Large establishments, such as department stores and express companies, maintain services comprising as many as fifty wagons, having abandoned horses altogether, and they maintain their own repair-shops and garages. These concerns "keep the most ample and careful



A new car called the Franklin Torpedo is here shown. It is built on lines resembling those of the projectile from which it is named, this form having been adopted in order to provide the smallest amount of resistance to the air; the hood is fashioned like the bow of a boat. This car can make from 60 to 75 miles an hour. It is provided with a regular six-cylinder engine. The body is made of aluminum, the color being battleship gray, striped pearl gray.

daily records of every item entering into the cost of operation and maintenance and pertaining to the actual work done by each vehicle." By means of report-cards, they are able to tell "how many trips a car has made in a day, the distance traveled, the amount of current or gasoline consumed, the time spent on adjustments or repairs and replacements if any." In this sense, these concerns have altered their policy, since they were accustomed to keep no such elaborate records of their horse service.

The writer in *Motor* expresses surprise and regret that the details thus compiled for motor-wagons are not open to the public, nor made available for publication. He says the concerns which compile them "are not interested broadly in helping to further the progress of the commercial-vehicle industry and the improvement of the motor-wagon, except so far as it affects their own business." Even the manufacturers of truck motor-wagons, who know the advantage which the publication of these cost records would be to their own business in advancing its popularity, "are often unable to obtain from



## The Howard Watch

**A**SK Navy Men what they think of the HOWARD Watch.

The HOWARD has seen service—in the Civil War—the Spanish-American War—in every phase of naval activity. On battle ships—torpedo boats—submarines. In the turrets when the heavy guns were making world's records.

It went around the globe with the United States Fleet and gave a splendid account of itself under the most trying conditions in the world. Salt air, fog and storm

—extreme cold and heat—conditions that would ruin many a watch.

A HOWARD Watch is always worth what you pay for it.

The price of each watch—from the 17-jewel in a fine gold-filled case (guaranteed for 25 years) at \$35.00—to the 23-jewel in a 14K solid gold case at \$150.00—is fixed at the factory, and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know.

Drop us a postal card, Dept. O, and we will send you a HOWARD book of value to the watch buyer.

**E. HOWARD WATCH COMPANY**

BOSTON, MASS.

For a smooth writing, easy working pen—use the Spencerian Steel Pen.

**SPENCERIAN  
STEEL PENS**

Card of 12 samples, all different, sent for six cents postage.  
SPENCERIAN PEN CO.,  
249 Broadway, New York.

**KOH-I-NOOR  
Pencils**

Each

KOH-I-NOOR "degree" is "always the same."

The Standard of Pencildom. Known, sold and used throughout the world. Same Price, Quality and Uniformity everywhere. An exactly right pencil for every purpose and paper—17 degrees of hardness and softness (6B to 9H) and 2 copying degrees. Each degree always the same. 10c. ea. \$1 a doz. The genuine always stamped "KOH-I-NOOR." Any stationer can supply you. If yours will not write us. L. & C. HARDTMUTH, Estab. 1790. 34 E. 23d St., N. Y. City.

# PRESIDENT SUSPENDERS

in the light weight lisle are for men  
who care for *comfort* and *style* in dress.

The *comfort* of wearing suspenders that don't  
tug on the shoulders like the rigid back kind—  
and the *style* of having  
trousers that hang perfectly regardless of the  
wearer's position.

Light, medium and heavy  
weights. Guaranteed by  
makers. *Sold by all good  
dealers or by mail direct.*

Price 50 cents.

**THE C. A. EDGARTON  
MFG. CO.**  
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Inexpensive Duplication Co., inc.  
inventive mechanism. No printer's ink.  
Always ready, 100 copies from pen-  
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their own customers the data that are so  
much desired."

## MOTORING ON LONG ISLAND

Ten and twelve years ago, at the height  
of the bicycle period, a route famous among  
wheelmen was the Merrick Road starting  
at Jamaica and extending eastward along  
the south shore of Long Island. Other  
roads on the island were greatly improved  
afterward. The motor-car, however, in  
still later years, has brought about what  
might almost be called a transformation in  
the condition of the highways of that  
favored land. The improvement has been  
particularly notable during the last twelve  
months. This has comprised not only  
actual road-making, but the employment  
of oil for surfaces in many of the most  
populous districts. Even on the eastern  
end of the island are routes linking the  
north and south shores that are declared  
to be "in first-class condition for motor-  
trips." A writer in the *New York Evening  
Post* says:

"Generally speaking, there is hardly a corner of Long Island to which the automobile traveler can not go with ease. Until three or four years ago, the tide of motoring had been confined mostly to the main avenues, one along the South Shore to Montauk Point, and the other skirting the North Shore to Greenport. Between the two there were several crossways, but the ones usually traversed were the road running from Quogue through Riverhead, and the interrupted route northward from Bridgehampton—not a complete road by any means, but a series of roads forming links with ferries and bridges to Greenport. To-day there are many ways for crossing the island, and the map of a recent endurance run showed an attractive course along the very edge of Peconic Bay."

The writer mentions one touring-route, as  
laid out by clubs, which comprises a distance  
of about 225 miles from Long Island City to  
Greenport and back, including roads  
through the central section, but the tourist  
may also go along the wooded north shore,  
returning by the south shore from Montauk.  
Such a journey provides a great variety  
of scenery, varying from populous settle-  
ments to woods and brooks fringed with  
foliage, and from low-lying sands to rocky  
ledges. He describes some of the features of  
a trip made this year in order to "accomplish  
a complete exploration of Long Island."

"The tourists headed first for Coney  
Island, spent an evening of sightseeing in  
the crowds there, had dinner at Manhattan  
Beach, spun through the residential district  
of Sea Gate, and traveled many miles of  
suburban streets before striking for the  
country proper.

"When at last they did leave the city,  
on the next morning they found the roads  
for a considerable distance hardly less  
patronized than the streets had been, and  
it was not until the Freeport region was  
reached that the surroundings seemed anything  
but urban. After that it was a glorious ride along the South Shore, with  
prosperous trucking-farms on one side and  
the Great South Bay on the other, except  
where the farms gave way every now and  
then to small towns. Across the bay, on  
which the summer fleets of motor-boats,  
fishing-craft, and innumerable varieties of  
small sailing-boats had begun to gather,  
could be seen the low-lying Great South  
Beach, protector of the bay from the rough  
water and winds of the Atlantic."

## CURRENT POETRY

## Cathedral Windows

By MARGARET DOANE GARDINER

How shall we see the light? For those who gaze  
Into the unveiled sun's white-blazing rays  
No vision find, but turn dazed eyes away  
To deeper darkness, blinded by the day.  
How shall we learn the light? From chance walls,  
On arch and stone, on tomb and pillar, falls  
A broken prism that we can understand;  
A glow of amber here, and there a band  
Of amethyst, and on the pavement, blue  
Of sapphire, where the sun comes sifting through.  
Upon the altar step the crimson lies  
That glows with love and loving sacrifice.  
And every jewel color shining there  
Is part of that white light we can not bear.  
Through Miriam's veil and Moses' robe of red,  
Through John's blue mantle, the rich rays are shed,  
And fall so broken to our human sight  
That we take up the fragments of the light.  
How shall we see the Light? If Love Divine  
Unveiled to our weak vision were to shine,  
Bewildered, struck to sudden blindness there,  
The soul would stagger down into despair.  
But through the lives of those we love there falls,  
As through the jeweled glass in chancel walls,  
A fragment of His Mercy's golden ray,  
Where man's cold, unforgiving justice lay;  
And where our heart's deep wound unseen abode,  
Sweet human sympathy in sapphire glowed;  
The crimson of their love, that freely gave,  
Broke through those panes, our dreary life to lave.  
How shall we see the Light? Each living hue,  
That through these windows daily clearer grew,  
We gather up, till, glowing clearer still  
As they shine in on heart and mind and will,  
They join at last, blue, gold, and crimson bright,  
In the great prism of the Perfect Light.

—*The Outlook* (September).

## The King's Highway

By EDWARD WILBUR MASON

It was a dusty country road  
That dipped between the flowers,  
And over it the sunshine poured  
Through all the daylight hours.

The butterfly with wings of gold  
Swung swift behind the bird;  
The south wind, like a river, rolled  
Above the grass, unheard.

The spider webs were lightly flung  
About the hedges there;  
The scent of violets rose and hung  
Upon the drowsy air.

No voices woke the air with mirth,  
No footfall shook the sod,—  
And all day long the silent earth  
Was bound by dreams to God.

—*The Craftsman* (September).

## "Let Me Lie Here"

By CALE YOUNG RICE

"Let me lie here—  
I care not for the distant hills to-day  
And the blue sphere  
Of far infinity that draws away  
All to its deep,  
Would only sweep  
Soothing the farther from me with its sway.

"Let me lie here—  
Gazing with vacant sadness on this weed,  
The cricket near  
Will utter all my heart can bear to heed.  
Another voice  
Would swell the noise  
And surge, that ever sound in human need.

"Let me lie here:  
For now, so long my wasted soul has tossed  
On the wide mere  
Of mystery Hope's wing alone has crossed,  
I ask no more  
Than to restore  
To simple things the wonder they have lost."  
—From "Nirvana Days."



# The Multiplication of Power

There is no higher efficiency in the world than that of the American business man.

The multiplication of power in a business man—if he has the ability within him—depends upon the increased number of people whom he can, by personal contact, interest in his purposes.

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## PERSONAL GLIMPSES

### FULTON NOT THE FIRST

WHILE we are celebrating the centenary of the steamboat this year, we are reminded by a writer in the New York *Evening Mail* that another steamer was in successful operation ten years before the *Clermont*. As usual, fame goes to the man who makes a practical, rather than a theoretical, success, and Fulton's name lives, while that of Samuel Morey is almost forgotten. We read of this earlier craft:

Deep in the mud and mire of a beautiful lake in the hills of Vermont, there lies embedded a steamboat which was navigated before Fulton's *Clermont* was built. This boat was put upon the water in the last decade of the eighteenth century, almost fifteen years before Fulton steamed up the Hudson with the *Clermont*. It had side paddle-wheels, like Fulton's boat. The name of its inventor and builder was Samuel Morey, and the lovely lake which finally received the steamboat in its Lethe depths is called Lake Morey, after him.

Morey received a United States patent for all the machinery connected with his boat. The patent, still in existence, is dated just ten years before Fulton's attempt. Everything about the patent is in proper order. The whole steamboat is there. It was a good steamboat, and it ran—for a while.

Why, then, do we celebrate this year the centenary of the steamboat? Why did we not celebrate it in 1899? Why does the air ring with the name of Fulton instead of that of Morey? Because Morey lacked the business ability to make his enterprise successful. The historians of steam navigation say that "a series of misfortunes to Captain Morey and others deprived them of the means of prosecuting their design." So by and by the forest-clad mountains which line the shores of Lake Morey echoed no more to the puffs of his steam-engine and the splash of his paddle-wheels. One day his boat sank ignominiously in the mud, and his name in oblivion.

In Vermont, where the model of Morey's boat is religiously preserved in the State house at Montpelier, the people will tell you that Fulton stole every one of Morey's mechanical ideas. Perhaps he did, but he did not steal his business ideas. Fulton must have had his own ideas about exploitation, for it was those which made the *Clermont* a success, where all other steamboats had failed.

The great inventor generally meets with "a series of misfortunes." His fame depends on whether or not he is able to triumph over them. The word "success" means nothing in the world except "that which comes after." If the practical demonstration, the "making good," does not come along after, the thing is a failure; and failure was never better typified than by the perfectly good steamboat which went down into the mud in the lake at Fairlee in 1800, and never has been seen since.

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It had now become quite dark, but another three-masted schooner, the *Gertrude Abbott*, could be dimly

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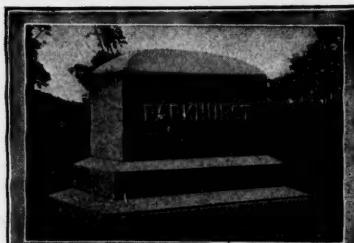
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discerned upon the rocks an eighth of a mile farther up the beach, and to this point Captain James and his men laboriously transferred their boat and apparatus. This wreck gave them a far more serious problem to deal with. A brief survey of the situation showed that the vessel lay too far from shore for the use of the breeches-buoy, and that to attempt to rescue with the life-boat under the present appalling conditions of wind and sea was an undertaking which, to all appearances, invited certain death. Captain James warned his crew that the chances were they would never return from an attempt to save the shipwrecked men, but asked who were willing to go with him and make the effort. Without a moment's hesitation every man offered himself, and they ran the boat into the water and started for the wreck. In the meantime the people, by tearing down fences, had gathered material for a great bonfire on Souther's Hill, which lighted up the scene in spite of the storm, greatly assisting the boat's crew in its desperate struggle, and carrying renewed hope to the despairing fellows on board the wreck.

The boat was repeatedly filled as the huge waves swept over it, disputing every inch of the way, and often forcing it back into imminent peril of being dashed to pieces on the rocks. Two men were constantly occupied in bailing. At last the powerful strokes of the crew brought the boat under the schooner's bow, a line was thrown aboard and made fast by the sailors, and as the boat rose high on the crest of a wave, one of them dropt into the outstretched arms below. This was repeated until all of the eight men were successively taken into the boat.

But the hardest part of the struggle was yet before them, and the danger of which Captain James had warned his men now became apparent. To reach the shore with their load through the riot of waters was a task which called not only for all their strength and endurance, but also for the utmost skill and self-possession. As they approached the shore, the crowd which had gathered there expected momentarily to see the frail craft tossed upon the rocks and crushed like an egg-shell. The men, however, stuck desperately to their posts, and watched for a chance to make a landing, altho repeatedly drenched by the overwhelming seas.

When within two hundred yards of the beach, the boat struck a submerged boulder, filled, and rolled one side under water. The occupants quickly shifted to the other side, which righted the boat, but one man had been thrown overboard. Fortunately, his comrades hauled him in before the sea could sweep him beyond reach. Captain James admonished the men to stick to the boat as long as possible. It struck the rocks a number of times, the crew just managing to keep it headed for the shore with the few oars that were left, so that the sea might heave it in. Finally a monster wave seized it and flung it upon the rocks, completely wrecked. By fortunate chance, however, all the men got ashore, half wading and half dragged by the eager hands of the spectators, who rushed into the surf as far as possible to assist them.

It was nine o'clock when the last man was safe on shore. Captain James and his men at once resumed the patrol of the beach, which they continued throughout the bitter night, unmindful of the tempest raging about them.

About three o'clock in the morning they discovered the third three-masted schooner, the *Bertha F. Walker*, ashore about half a mile northwest of the *Abbott*. She also was beyond the range of the shot-line, and they now had to go all the way to the Strawberry Hill station, four miles distant, for a boat to replace the one wrecked the night before. This was a new boat, recently built from a design by Captain James's brother Samuel, which had not yet been tested in actual wreck work. It was a cruel trick of fate thus to add to the perils of such a storm the anxiety naturally felt about the possible behavior of an unfamiliar boat.

With the help of horses and many willing hands, the boat was at last brought to the scene of the wreck, quickly manned by the tireless crew, and after a hard struggle with mountainous seas, in which the boat proved itself entirely satisfactory, the seven surviving sailors were taken safely ashore. The captain and mate of this vessel had been drowned during the night, when the crew were forced to abandon their shelter under the forecastle deck and take to the rigging. They had remained behind to see all the others safely aloft, and before they could join them were washed overboard by a huge sea and never seen again.



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BY EMMETT DENSMORE, M.D.

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Before the rescue of the *Walker's* crew was completed, a messenger on horseback arrived from Atlantic Hill, more than five miles away, with news of two more wrecks at that point.

One of these ships had been driven so far ashore that her crew managed to get to land without assistance. The other, the schooner *H. C. Higginson*, lay, decks under, between two ledges, with two men clinging to the rigging. Two crews which had arrived before Captain James had succeeded in getting a line to the wreck, but before the breeches-buoy could be sent out, the lines fouled in some wreckage, rendering their use impossible. To quote further:

At this juncture Captain James and his men arrived with their boat, and as nothing further could be done with the breeches-buoy apparatus, they at once launched, selecting a place slightly sheltered by a projecting point, and started on their third trip into the very jaws of death.

Captain James's maneuvering carried them through the surf, but they fought in vain against the heavy seas beyond to round the point, and after a long struggle they had to give it up, and were washed ashore, with two holes stove in their new boat. Patching the boat as well as possible, they dragged it to another place, and launched again. After a long and desperate battle with the surf, always in dire peril, they reached the vessel.

The sailors had now been in the tops fourteen hours, and in their exhausted and benumbed condition could do little to help themselves. Four men in the foretop and one in the mizzen were all that were alive on board. The body of the steward, who had perished from exposure during the night, was lashed to the mast. The boat could come up only under the vessel's stern, and four of the men were at the other end.

The man in the mizzen top cautiously descended the shrouds, until he reached a position where he could catch a line thrown to him, which he tied about his waist, and at the word of command jumped into the sea, and was quickly hauled into the life-boat.

"Now for the men in the foretop!" was the cry, and the crew strained every muscle in repeated attempts to force the boat as far forward as the foremast. But their most strenuous efforts could bring it no farther than abreast the mainmast. It was therefore necessary for the sailors to get across the intervening distance.

There were but two ways that this could be done. One was to come across hand over hand on the spring-stay, a distance of twenty feet, and this was hopeless in their exhausted condition. The other, hardly better, was to slide down the hawser, which had been sent aboard and made fast in the attempt to set up the breeches-buoy apparatus, and which was now trailing toward the mainmast, and gain a footing in the main rigging if possible. Quickly they chose the latter course, and one of them began the perilous descent.

It appeared every moment as if the swaying form would lose its hold and be swept away by the hungry waves, which seemed to be leaping and stretching upward to seize him and plunge him into the sea below. Slowly he came down, but surely, and at last caught the main rigging. Here a rope was thrown to him, and tying it about his body, he jumped overboard, and was hauled into the boat. In like manner, fortunately without mishap, the three remaining men, to whom, as in the case of their shipmate, the crisis seemed to lend superhuman strength, made their way down and were taken off. When the last man was safe in the boat, a mighty shout went up from those on shore, and still a mightier and more victorious one when, after a long and desperate struggle, requiring the most skilful maneuvering to prevent a capsizing in the surf, the boat came within reach of the eager hands stretched out to drag ashore the shipwrecked seamen and their heroic rescuers.

When their work was done, Captain James and his men had to show as trophies of their valor twenty-nine human lives, all the rescued being in a more or less pitiful plight from their experience, it is true—but saved.

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## A CHINESE SCHOOL IN BOSTON

In the heart of Boston, just two short blocks from busy Washington Street, three flights up from the sidewalk, there is a little room where Chinese boys are taught to read, write and cipher in the language of their fathers. There are ten of these boys there during the summer session, noisily studying under the direction of Mr. Moy Ging, a young man who came from southern China a few months ago. A writer in the Boston *Herald* says of this school:

Before you are several rows of students—not one of them has a queue—as studious as most boys of from 6 to 16 are on a summer day. Some of them are studying numbers, others the topography of China, others are mastering the stories in their readers. They are thinking out loud, chanting their sums, their boundary lines and their information about the cat who looks at the girl and the girl who reciprocates. Sometimes one of them pauses long enough to scrutinize the picture that accompanies his lesson, for the books are profusely illustrated.

Notice little 6-year-old Sing Lee in the front row. He is hardly big enough to rest his arms on the desk, but for the nonce he is the most industrious person in the room. Laboriously he runs his finger along the page as he reads, and you notice that he is reading the last page—which is the first—and from left to right, and from the bottom to the top. Glance over his shoulders. On the printed page are diminutive characters that look not unlike a handful of dried tea, ground fine, and scattered on paper. They convey to Sing Lee the interesting information that there was a lion bothered by gnats. You can tell that much from the picture. It is an old Chinese legend—and it serves, by the way, to teach you that in every age and every land all sections of the human race have thought alike. Here is the old idea of how a multitude of small trifles can annoy the greatest of us.

Sing Lee is somewhat annoyed himself. Wong Soy, who sits behind him, is apparently intent on the multiplication table. But really he is intent on kicking the rungs of Sing Lee's chair. Sing Lee giggles gently. He hides behind his book and pulls snoots at Wong Soy. Wong Soy snorts aloud, but keeps on kicking. As a precautionary measure, mindful of the teacher, he also hides behind his book, and chants the multiplication table with vigor. Just as he reaches 6 times 3 he utters a yelp that is not part of his chant and hastily withdraws his feet from the reach of Sing Lee and the jab of Sing Lee's pin.

The chant stops in mid-career, while the other eight students turn delightedly to the prospect of excitement. Mr. Moy speaks a sharp cadence or two—even a reprimand is musical in Chinese—the culprits blush, the others grin, and business is resumed. Isn't it, except for the language, exactly like an incident of your own school days? Once more the unity of the human race has been established.

Watch that conscientious 16-year-old in the back row. He is there for study, and he is a little shocked at the way his fellows behave when a visitor is present. He is not studying aloud, for just now he is learning to write. A paint-box lies beside him, and into this he dips with a pointed brush. He rubs the brush on a flat stone set in a dish of water, mixes the water with the paint, and uses the stone as an ink-well. It is no easy task, even for a Chinese, to copy the extraordinary letters of the Chinese alphabet. One curly line curled the other way would change the entire meaning of a word. Mr. Moy looks approvingly at the work of the conscientious youth and marks it with a Chinese "excellent" in pink paint.

At a rippling sentence from the teacher the class becomes quiet. It is time for silent study. The Chinese do study silently once in a while. For five minutes all is still. Then Sam Wing drops a paint-brush down Shang Quong's neck. Shang Quong punches Sam Wing. Sam Wing whispers derogatory remarks.

"Shut up!" replies Shang Quong in an audible lapse into English.

Another Chinese reproof. Another concerted giggle. You begin to feel giggly yourself. Really, the youngsters are mortal terrors, like American school-boys. Your heart warms to them, and you decide to say something to somebody. So you select the 12-year-old who has talked Chinese volubly with Mr. Moy, and for the most part has kept his eyes glued to the story of the rich man who took three friends out to sail. The fact that the 12-year-old probably will not understand a word you say puts you on your

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mettle. You will make him understand somehow.

"Likee studee?" you inquire amiably. He stares. Just as you expected. "No understandee?" you continue, "likee come schoolee, read bookee?"

The 10-year-old grins. "Aw, cut it out," he replies. "Talk English."

### SCENES AT BARCELONA AND MELILLA

PASSENGERS on the Spanish Line Steamer *Buenos Aires*, which left Barcelona at the height of the rioting, had a rare opportunity to get a vivid impression of the trouble Spain has just been passing through. Just before the ship left the harbor she was delayed several hours by a howling mob, who tried to prevent a body of soldiers from going on board. In the New York *Evening Post* one of the passengers describes this struggle as follows:

For the last week it had been unsafe to walk in the streets at night, and we did not really feel secure until we were aboard the ship. This was a little before noon, and the *Buenos Aires* was advertised to sail at that hour.

But twelve o'clock came and went, and there were no indications of our leaving. There had been threats made against the loading of troops and ammunition on our ship, and we could see the crowd gathering on the pier. The militia and police did not seem to have the least control over the mob. I saw a squad of infantrymen charge the crowd with their guns leveled, but it had no effect. Three women—one of them in particular—seemed to spur the people on, and every now and then they would address the crowd, waving their arms, and, I suppose, telling them not to give in.

When the troops charged, those women just stepped right up and dared the men to shoot. The mob, as far as I could see, carried no arms, but for all that the women were not in the least afraid, and for some reason the troops did not shoot. Finally, along came a squad of mounted cavalry, and when they charged, the mob dropped back. This gave the troops a chance to send a company of artillerymen on board, and we steamed out of the harbor. They were loading ammunition at the time, and two lighters followed on each side of us, loading guns as they went. They did not turn back until we were well out to sea.

Just before we left the harbor, I took a look at the city; and around the Columbus monument, in an open square about a mile away, I could see a great crowd of people running this way and that in the street.

The *Buenos Aires* was pressed into service by the Spanish Government and made two trips from Barcelona to Melilla as a transport for troops. On the second of these trips the passengers were left at Cadiz for a week, waiting for the return of their steamer. At Melilla, Captain Aldamiz of the *Buenos Aires* saw from the deck of his ship an attack by Moorish tribesmen upon a Spanish pack-train. To quote from an article in the New York *Evening Sun*:

The *Buenos Aires* was running high when the *Buenos Aires* arrived at Melilla. The harbor, which is poorly sheltered, was crowded with ships bringing troops and munitions of war and returning with wounded soldiers, and the disembarkation was attended with great difficulties. Things were pretty strenuous in Melilla, the captain said, sounds of heavy firing were heard almost continuously from the interior and there was much confusion in the town. At night the sky to the landward was red with the glare of distant fires.

The following day a pack-train of camels and mules, returning light from transporting provisions and ammunition to the front, was attacked by the Moors a short distance outside of Melilla. Two battalions of Spanish infantry were conveying the pack-train, and there ensued a very lively fight, which could be plainly seen from the decks of the *Buenos Aires*.

"The Moors swooped down from Mount Gurugu," said Captain Aldamiz, "taking advantage of the scrub and underbrush for shelter. It was like a panorama in the sunshine. The mules and camels were strung out in a long line with our soldiers in clumps between the pack-train and the mountain. There were puffs of smoke all along the line and other puffs from the underbrush and bushes up on the mountain. Every little while a group of the tribesmen would run from one place of shelter to another, always coming further down the slopes. They were trying to get near enough to make a successful rush against our lines.

The rifle fire and the rapid-fire guns made a continuous snarling noise, like 'Birr-r-r!' all the time. Then the cannon from the forts around the town began to fire with big crashes, and the warship *Nimancia*, which lay near us in the harbor, began to shell the places where the Moors were sheltered in the mountain-side. It got too hot for them, and they began to run back in little groups into the valleys. They never got far enough down the slopes to make a real rush, and the provision-train and the soldiers all came safely into the town."

#### THE WOMAN WHO GUARDS THE NARROWS

For fourteen years Mrs. Kate Walker has been the keeper of the lighthouse on Robbins Reef, off Staten Island, at the entrance to New York Harbor. This dangerous reef is marked by a revolving white light flashing every five seconds, accompanied in foggy weather by a steam siren and a fog-bell. Mr. William Hemmingway tells in *Harper's Weekly* how he sailed down the harbor and visited the woman who in all these years has not once "failed to keep the dazzling white finger of light pointing away from the deadly shoal." The lighthouse tender *Daisy* carried the party from Tompkinsville to the "stout, round tower of stone and steel that crowns Robbins Reef." Climbing up a long iron ladder, the visitors found themselves on the high stone platform on which stands the tower. Of the visit Mr. Hemmingway says:

Mrs. Kate Walker was hospitably waiting to receive us. Her blue eyes twinkled and she smiled when we told her what we wanted to know.

"It isn't much of a story," she said. "Just keep the light burning and the fog-bell wound up and the siren ready all the time. That's all."

"And how long have you been doing this?"

"Twenty-three years it will be next New-year's. My husband was the keeper, but he died fourteen years ago, and I've kept the light ever since. Of course, my son Jack helps me; but I'm here all the time."

"And you like being here?"

"I couldn't like it being anywhere else. I'm used to it. It's home."

Home. That was it. Here on this tiny, round platform of sea-swept granite this woman had brought up her three children, received her friends, lived her life, had known joys and sorrows—and always kept the light burning. . . . The mind is quick to picture the woman keeper of the lighthouse as a heroine. There is not a trace of heroism in Mrs. Kate Walker. She would be the first to laugh at the idea. She is of medium height, or perhaps a little less, of agile rather than muscular figure, though her capable hands are strong and sure. Her dark brown hair is barely touched with gray, and she has the gentle, kindly manner and the air of complete self-reliance one expects to find in those who have carried long and well a burden of constant responsibility. . . .

Not without pride did the hostess show us through the tower. Down in the cellar, well aired and flooded with sunlight, were the cases of illuminating oil and the engine for driving compost air through the siren, whose long, reverberant muzzle is thrust seaward over the south side of the platform. The engine was still and cold.

"Don't you keep up steam all the time?" I asked.

"No," Mrs. Walker replied. "We use oil fuel in the furnace, and I can get up steam in fifteen minutes. You can always tell when fog is coming in, so there's plenty of time to get ready for it."

On the first floor were the kitchen and dining-room, all bright and shining, with an amount of space surprisingly large in a house that looks so small and cage-like from afar. On the three floors above were the parlor and the bedrooms, all of exquisite neatness and so cozy that one could readily understand why the homemaker is so fond of staying at home. And the daintiness of the house cannot be imagined by mere landmen. It is the daintiness of the dustless sea, every rug and bit of carpet in the full glory of its proper color, all the paint fresh and bright, every bit of glass so clear and polished to such brilliance

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that it is difficult to tell at first glance whether a window is open or shut.

When Mrs. Walker showed her visitors the light in the little room all walled in glass on the top of the tower she stepped back and waited for the hearty praise which she knew must be forthcoming. Not one word did she say as she unfurled and hauled away the cover of cotton drilling, but the expression on her kindly face was eloquent.

"There," you could see she was thinking, "is the greatest thing in the world. I hope you appreciate and enjoy it."

We did. If the Kohinoor diamond could suddenly grow to a thousand times its size and retain all its effulgence it would much resemble the great jewel Mrs. Walker showed us. Four big lenses, each more than a foot in diameter, are set in four frames of prisms that concentrate the rays of light going out through the lenses and shoot them far across the sea. Each lens and its surrounding prisms are cut out of the same piece of pure and flawless glass. They are as fascinating to the eye as any jewel ever polished by man. Moreover, they do their duty without ever failing or resting. From sunset till sunrise these lenses steadily revolve in their brass frame around the flame of the big oil-lamp in the midst of them. Their orderly progression around the circle causes a ray of intensely brilliant white light to flash in every direction once in five seconds.

"Hot up here, isn't it?" said Mrs. Walker. "The light-room is very hot in summer and awful cold in winter. The frost always gathers on the windows and must be scraped off all the time to keep them clear. I sit in the room below and watch the light. The machinery that turns the lenses around has to be wound up every five hours. I do most of the night work and I take a long sleep every afternoon. It's a funny thing—the light is never off my mind. It makes no difference when I'm off watch—I wake up every hour to make sure everything is all right. You know you get a thing like that on your mind, and you can't ever shake it off. The light must be kept burning."

"Aren't you ever afraid out here in storms?"

"Oh no; never," Mrs. Walker replied. "The storms don't amount to much. Once we were worried—about ten years ago when the bay was jammed solid with ice from here to the Jersey shore, and the ice was piled as high as the railing of the platform here. We were cut off from shore for a week and we thought maybe the lighthouse would be swept away; but it came out all right."

"And the light?"

"Oh," said Mrs. Walker, not without a touch of pride, "the light was always burning."

### THE SPICE OF LIFE

**Impediments.**—A commuter hired a Swedish carpenter to repair some blinds on the outside of his house. During the day the commuter's wife looked after things, and once or twice came out to see if the man was getting on all right.

"Is there anything you need, Mr. Swenson?" she asked, on her second trip.

The carpenter gulped once or twice, but made no reply. The lady repeated the question.

Again a gulp and no answer.

"Why don't you answer me, sir?" said the lady, indignantly.

The Swede turned and looked down at her gravely.

"My mouth is full of screws," he said. "I can not speak until I swallow some!"—*New York Times*.

**Settled.**—**IRATE PARENT**—"There's no use talking, young man, my daughter can never be yours."

**YOUNG MAN**—"Of course she can't be my daughter; but she's going to be my wife, just the same, and the sooner you get the idea out of your head that she isn't the sooner you'll have room under your lid for some other idea. See?"—*Chicago News*.

**Clean Living.**—**JAMES**—"A bath bun and two sponge cakes, please."

**WAITRESS**—"Two sponges and a bath for this gentleman, please!"—*London Opinion*.

## How Long Have You Smoked Your Present Brand of Cigars?

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My way of selling cigars gives my customers cigars at wholesale prices—about half what equal quality costs in retail cigar stores. Incidentally, it is chiefly because my customers are continually sending in repeat orders of their own accord, that I am able to give and continue giving the cigar values that I do. These repeat orders cost me nothing and keep down selling costs—and selling costs are a big item in the cigar business when done in the usual way.

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**The Battle of Boston**

Constructively to right of them,  
Allegorically to left of them,  
Metaphorically in front of them  
The imaginary instruments of war constructively  
thundered;  
It was theirs to cogitate upon the reason why,  
So that they might differentiate between those who  
should constructively die  
And those who, constructively overwhelmed, should  
fly—  
Otherwise, some responsible head might have  
blundered.

Into the supposed jaws of death,  
Into the for-the-sake-of-argument jaws of perdition,  
Stormed at with theoretical shot and shell,  
Rode the metaphysical six hundred;  
Bridges succumbed to metaphorical stress,  
The constructive heroes perished apparently at the  
moment of success—  
Fatally wounded in the subliminal consciousness,  
While, constructively, all the world wondered.

Honor, mathematically, the charge they made.  
Euclid's theorems for the part they played,  
While the differential calculus and logarithms in  
mines constructively laid.  
Detonated and left the ranks constructively sun-  
dered—  
Subtracted from the constructive jaws of death.  
Letting "x" equal the theoretical jaws of perdition,  
The problem is to solve the equation trigonometrically  
And we shall have the remainder of the six hundred,  
constructively.—*Chicago Evening Post*.

**That Brief Flight**

Up ag'in,  
Gone ag'in,  
Home ag'in,  
Wellman. —*Houston Post*.

**He Knew.**—Little Willie, the son of a Germantown woman, was playing one day with the girl next door, when the latter exclaimed:

"Don't you hear your mother calling you? That's three times she's done so. Aren't you going in?"

"Not yet," responded Willie, imperturbably.

"Won't she whip you?" demanded the little girl, awed.

"Naw!" exclaimed Willie, in disgust. "She ain't goin' to whip nobody! She's got company. So, when I go in, she'll just say: 'The poor little man has been so deaf since he's had the measles!'—" *Lippincott's*.

**Better Play Safe.**—**ESMERALDA**—"How many times do you make a young man propose to you before you say yes?"

**Gwendolen**—"If you have to make him propose you'd better say yes the first time."—*Chicago Tribune*.

**Might be Mistaken.**—**HE**—"Do you take me for a fool?"

**SHE**—"No; but my judgment is not infallible."—*Boston Transcript*.

**The Man in Need.**—The director of a matrimonial agency says the young girls ask only: "Who is he?"

The young widows: "What is his position?"

The old widows: "Where is he?"—*Pick-Me-Up*.

**Her Only Regret.**—**THE BRIDE**—"Oh, darling, our honeymoon was just the loveliest ever."

**THE GROOM**—"It certainly was, dearest."

**THE BRIDE**—"And I have only one regret—I may never have the pleasure of going through another."—*Chicago Daily News*.

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A New Wrinkle.—"Thar's a sign up there, daddy, what says: 'Don't blow out the gas.'"

"Well, who blew it out? I jest hit it a lick with my bitches an' I hain't seen nothin' er it sense."—Atlanta Constitution.

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**Horrors of the War Game.**—ENEMY—"You are my prisoner."

SERGEANT BINKS—"Nonsense! How did you get here?"

ENEMY—"Over that bridge."

SERGEANT—"Then, my dear fellow, you are drowned. We blew up that bridge yesterday."—Ally Sloper's.

### After Oliver

My sense of sight is very keen,

My sense of hearing weak.

One time I saw a mountain pass,

But could not hear its peak.

—Oliver Herford.

Why, Ollie, that you failed in this

Is not so very queer,

To hear its peak you should, you know,

Have had a mountaineer.

—Boston Transcript.

But if I saw a mountain pass,

My eye I'd never drop;

I'd keep it turned upon the height,

And see the mountain's top.

—Philadelphia Public Ledger.

I didn't see the mountain pass,

Nor hear its peak, by George;

But when it comes to storing stuff,

I saw the mountain gorge!

—Exchange.

The mountain, peaked at this,

Frowned dark while Ollie gaped;

A cloud o'erspreads its lofty brow,

And then the mountain side.

—Transcript.

If Ollie could not hear its peak,

Or song of any bird,

Of lambs, or cows upon its slope,

Be sure the mountain herd.

—L. M.

Tips and Tales.

**Holy Days.**—Dr. Hale and the late Bishop Huntington of New York were fast friends. The latter had been a Unitarian and his shift caused a sensation. The Episcopalians have saints assigned to the various days in the year. When an Episcopalian minister writes a letter on any day for which there is a saint, he always writes the name of the saint at the close of the letter instead of the date. Bishop Huntington learned all these things quickly, and began to practise them at once. The first time he had occasion to write to his old friend, Dr. Hale, after joining the church, he placed "St. Michael's Day" after his signature. A reply from the doctor came, and after his name he had written in a full, round hand, "Wash day."—Christian Register.

**A Successful Campaign.**—MR. GREEN—"Now I'm going to tell you something, Ethel. Do you know that last night, at your party, your sister promised to marry me? I hope you'll forgive me for taking her away!"

LITTLE ETHEL—"Forgive you, Mr. Green! Of course I will. Why, that's what the party was for!"

—Tit-Bits.

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"I don't know any such secret. You have certainly got a mean disposition."—*Houston Post*.

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"No," answered Mr. Stormington Barnes frankly. "He suggested the natural super."—*Washington Star*.

**Malice Prepense.**—KNICKER—"Who does the baby look like?"

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**Sure of the Scotch.**—A Scottish laird overheard some Lowland cattle-dealers discussing the use of "England" instead of "Britain" in Nelson's famous signal, "England expects that every man will do his duty." According to one patriotic Scot there was no question of the admiral's forgetfulness, and when a companion express surprise at the "injustice" the patriot reassured him. "Nelson," he explained, "only expects' of the English; he said naething of Scotland, for he kent the Scotch would do theirs."—*London Globe*.

**The Ruling Passion.**—The editor was dying, says an exchange, but when the doctor bent over, placed his ear on his breast, and said, "Poor man! circulation almost gone!" the dying editor sat up and shouted: "You're a liar; we have the largest circulation in the country."—*Atlanta Constitution*.

**Identified.**—POLICE SERGEANT—"Can you give me a description of the person who ran over you?"

"Oi can that. He had on a fur coat an' an automobile cap an' goggles."—*Life*.

**Difficult Situation.**—About a year ago a cook informed her Boston mistress that she was apt to leave at any time, as she was engaged to be married. The mistress was genuinely sorry, as the woman is a good cook and steady. Time passed, however, without further word of leaving, tho the happy man-to-be was a frequent caller in the kitchen. The other day the mistress was moved by curiosity to ask:

"When are you to be married, Nora?"

"Indade, an' it's niver at all, I'll be thinkin', mum," wds the sad reply.

"Really? What is the trouble?"

"Tis this, mum. I won't marry Mike when he's drunk, an' when he's sober he won't marry me."—*Judge*.

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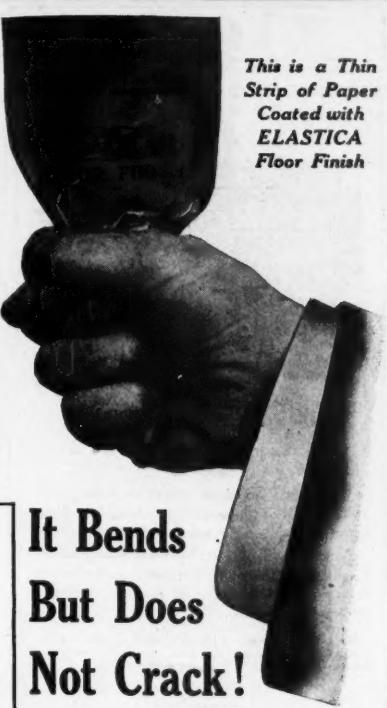
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**In Pullman Parlance.**—Two Pullman-car porters meet outside the Grand Hotel after a night's run.

"Where's Ike Stevens, Bill? He hasn't been on the job for two nights."

"No. He had a birth up at his house."

"Girl or boy?"

"Twins."

"Huh! I don't call that a birth; I call that a section."—*New York Telegraph*.

**Hard to Suit Them.**—"I am in hard luck."

"How so?"

"Told Milly she was the first girl I ever loved, and she said she had no time to waste training mollycoddles."

"Well?"

"Then I told Amy that I thought I had loved many before I met the real thing in her, and she asked me if my proposal to her was the result of a cultured taste—or only a forlorn hope."—*Baltimore American*.

**Taking Time Out.**—Roebottom was a roofer. He was engaged on a Mickle Street house. One day, as he was lunching, he was heard to give a yell of pain.

"What's the matter, Roebottom?" a carpenter asked.

"I got a nail in my foot," the roofer answered.

"Well, why don't you pull it out?" said the carpenter.

"What! In my dinner hour?" yelled Roebottom, reproachfully.—*Philadelphia Record*.

**Doubling His Joy.**—**HER FATHER**—"Yesterday I won the prize in the lottery, and to-day you come and ask me for my daughter's hand."

**SURROUR**—"Yes, you know one bit of good luck always brings another."—*Meggendorfer Blatter*.

**Useful Shrinkage.**—**CLOTHIER**—"Were you pleased with the overcoat which I sold you?"

**CUSTOMER**—"Oh, yes; all my boys have worn it."

"Well, think of that!"

"I do. Every time after a rain the next smaller one has to take it."—*Answers*.

**There's the Rub.**—"Died in poverty!" cried the philosopher, scornfully. "Died in poverty, did he, an' you expect me to sympathize? What is there in dying in poverty. I've got to live in it."—*The Sporting Times*.

**No Let Up.**—"There's the Devil to pay at my house!"

"Better to go to church then."

"Well, there's the preacher to pay."—*Atlanta Constitution*.

## CURRENT EVENTS

### Foreign

August 27.—At Reims, Henry Farman breaks the world's aeroplane record for distance and duration of flight, covering 117.78 miles in 3 hours, 4 minutes and 56 seconds.

August 28.—The contest for the fastest flight is won at Reims by Glenn H. Curtiss, traveling 12.42 miles in 15 minutes 50 seconds.

August 29.—Count Zeppelin completes the trip from Friedrichshafen to Berlin in his dirigible balloon.

September 1.—A dispatch is received from Dr. Frederick A. Cook, stating that he discovered the North Pole on April 21, 1908.

### Domestic

September 1.—Postmaster-General Hitchcock has a conference with President Taft at Beverly. The Japanese Commercial Commission arrives at Seattle.

September 2.—The Cunarder *Lusitania* breaks the record for the Western trip across the Atlantic, covering the distance in 4 days, 11 hours and 42 minutes, at an average speed of 25.85 knots.

# TOLSTOY

The 80th anniversary of Tolstoy's birth, this year, brings prominently before the public the inclusive and masterly mind of this veteran thinker. The following books are particularly timely and valuable:

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### Also Annotated List of Works

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